Western Victoria
Boating Coastal Action Plan
Published by the Western Coastal Board

© The State of Victoria, November 2010

This publication is copyright. No part may be reproduced by any process except in accordance with the provisions of the Copyright Act 1968.

ISBN 978-1-74242-912-0 (print)
ISBN 978-1-74242-913-7 (online)

For more information contact:
Western Coastal Board
PO Box 103 Geelong VIC 3220
Phone: 03 5226 4008
www.wcb.vic.gov.au

DISCLAIMER

This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or consequence which may arise from you relying on any information in this publication.

Cover Photos:
Main – Port Campbell (Shipwreck Coast Marketing)
Left to Right – Apollo Bay (Colac Otway Shire Council), Port Fairy (Warrnambool City Council), Portland (Glenelg Shire Council), Torquay (Fluidesign), Warrnambool (Boating Safety Facilities Program)
Western Victoria
Boating Coastal Action Plan
Victoria’s western coastline provides some of the world’s most spectacular and diverse coastal environments and is increasingly being recognised for the range of recreational boating opportunities on offer. Recreational boaters on the west coast can explore everything from the tranquility of sheltered estuaries, such as the Glenelg or Hopkins Rivers, to pitting themselves against the Southern Ocean in search of gamefish.

Recreational boating is enjoyed by a wide range of people living in the region as well as visitors to the region. It includes the activities of local sailing clubs through to the booming recreational fishery off Portland. Boating is not only a form of recreation – it also plays an important social role in our coastal communities, and makes substantial contributions to regional economies. These activities require safe and accessible recreational boating facilities so that they are enjoyed today and into the future.

Like all open water environments, the west coast can be a challenging place to go boating. This coastline is exposed to the full fury of the Southern Ocean and the historical siting and development of most recreational boating facilities has made good use of available natural shelter. This high energy coast experiences large water and sand movements in response to wave and wind patterns, and requires careful planning to maintain natural coastal processes, particularly in the context of climate change.

The west coast, like the rest of the Victorian coast, will continue to attract people to its lifestyle and environmental qualities. The growth of regional towns, awareness of tourism opportunities and improved access to the region are expected to continue to contribute to future growth in recreational boating demand. It is critical that the provision of boating facilities be informed by good planning and investigation so that future demand is catered to in a responsible way.

The Victorian Coastal Strategy 2008 recognises the importance of recreational boating and identifies the need to strategically plan for the delivery of sustainable recreational boating facilities and infrastructure through Coastal Action Plans.

The Western Victoria Boating Coastal Action Plan provides a clear framework for improving the current network of facilities and the recreational boating experience on the west coast. Through this Plan, Government is seeking to meet the needs of the range of people who enjoy both recreational boating and the broader range of activities on the coast, to protect and enhance our coastal environment and to ensure that the potential impacts of climate change are recognised and included in decision-making.

The release of this Boating Coastal Action Plan completes the coverage of such plans across all three coastal regions of Victoria. The successful implementation of this Boating Coastal Action Plan will bring lasting benefits to coastal communities and ensure Victoria’s west coast continues to be a premier boating destination.

**Gavin Jennings MLC**
Minister for Environment, Climate Change and Innovation
It is with much pleasure that the Western Coastal Board presents the Western Victoria Boating Coastal Action Plan. Recreational boating is one of the most popular activities on our coast, and the west coast of Victoria provides a wide range of boating experiences.

The Western Victoria Boating Coastal Action Plan delivers our vision for a network of sustainable and safe recreational boating facilities to meet the needs of coastal communities. It provides a framework with which to address the range of social, economic and environmental issues associated with boating-related use of the coast and the impact recreational boating facilities may have on other uses of the coast.

As required by the Victorian Coastal Strategy 2008, this Boating CAP confirms and updates the recreational boating facilities hierarchy for the region. The Plan outlines the key issues for recreational boating and identifies levels of service to be provided by all the facilities that comprise the regional network. Importantly, it seeks to make the best possible use of existing recreational boating infrastructure by improving key facilities and by prioritising upgrades at strategic locations.

The Boating Coastal Action Plan identifies regional priorities for investment in recreational boating facilities and an implementation plan that outlines how to progress these priorities. Significant coordination and resourcing will be required to maintain the region’s existing facilities while working towards upgrading identified priority facilities.

The development of the Boating Coastal Action Plan has involved the active participation of many organisations, and we would like to take this opportunity to acknowledge the vital input to date from many state agencies, local councils, boating and fishing organisations and community groups. In particular, the Board would like to thank the Steering Committee and Stakeholder Reference Group for their knowledge, advice and vision. The involvement of all stakeholders is essential as we move towards successful implementation of the Western Victoria Boating Coastal Action Plan and the Victorian Coastal Strategy.

Finally, the Board would like to recognise those organisations that have contributed financially to the project to date. While the Victorian Government’s Boating Safety and Facilities Program is the primary investor in the Boating Coastal Action Plan, the Board sought contributions for base funding from regional partners. We would like to thank the following for their financial contributions: Boating Industry Association Victoria, Yachting Victoria, Glenelg Shire Council, Warrnambool City Council, Otway Coast Committee of Management, Great Ocean Road Coast Committee and Parks Victoria.

Sue Mudford, Acting Chairman
Alain Purnell
Alexina Chalmers OAM
Andrew Mason
Carole Reid
Craig Whiteford
Denise Lovett
Helen Scarborough
John Sherwood
John Young
Rod Newnham
Executive Summary

INTRODUCTION
The Western Victoria Boating Coastal Action Plan (CAP) provides the strategic framework to guide the provision of improved and more sustainable boating facilities across the Western coastal region.

This Boating CAP is a priority for the region given the need for an integrated and coordinated approach to the future management of recreational boating facilities in the region, and keen interest from boat users, facility managers and other stakeholders.

This Boating CAP seeks to ensure that the state’s west coast has a coordinated strategic plan with which to approach the provision, maintenance and management of recreational boating infrastructure. It will also ensure that appropriate levels of service are provided through a regional network of boating facilities, for the benefit of all Victorians. Key issues of sea level rise and open water access are addressed in the CAP.

This Boating CAP was developed in accordance with the Coastal Management Act 1995 and implements key policies and actions of the Victorian Coastal Strategy (VCS) 2008. It was prepared by the Western Coastal Board with input from a Steering Committee and Reference Group.

SCOPE
This Boating CAP applies to the Western coastal region which extends from Breamlea (near Torquay) in the east to the South Australian border in the west. The region includes:

- The marine environment including the nearshore marine environment, the seabed and waters out to the state limit or 5.5 kilometres.
- The foreshore or coastal Crown land 200 metres from the high water mark.
- Coastal hinterland on private and Crown land directly influenced by the sea or directly influencing the coastline and land within critical views of the foreshore and nearshore environment.
- Catchments feeding rivers and drainage systems and including estuaries.

The CAP is focused on recreational boating facilities on the coast and in estuaries. It considers boating facilities that are used jointly by both commercial enterprises and the public, with an emphasis on the public recreational boating facilities. The CAP does not seek to consider facilities located beyond the tidal extent of estuaries and in freshwater systems.

The CAP does not consider exclusively commercial, privately leased or owned and ‘other shipping’ facilities that are within the jurisdiction of port authorities. Nor does it consider existing boating facilities on privately owned land, even if the facilities are accessible to the public or ramps associated with Surf Life Saving Clubs as these are not public boat ramps and public access to these ramps for boating is generally unsuitable.

VISION
The vision of how recreational boating facilities are to be delivered and managed to 2035 in the Western coastal region, incorporating elements relating to the sustainability, safety, benefits and synergy of boating facilities, is:

A network of strategically located, sustainable and safe boating access and facilities which meet user needs, that is managed to protect and enhance the dynamic coastal environment, giving due consideration to the impacts of climate change.

STRATEGIC DIRECTIONS
Five new Strategic Directions for the future management of boating facilities in the Western coastal region have been established in this Boating CAP to specify and provide guidance on the high-level issues which need to be addressed in order to deliver the vision for this Boating CAP. The Strategic Directions are:

- Strategic Direction 1: Boating Facilities Hierarchy and Levels of Service
- Strategic Direction 2: Safety and Standards
- Strategic Direction 3: Accessibility and Demand
- Strategic Direction 4: Sustainable and Equitable Development
- Strategic Direction 5: Management, Investment and Maintenance
KEY QUESTIONS
This Boating CAP addresses a number of key questions
1. What will be the network of boating facilities for Western Victoria in 2035?
2. How will potential environmental impacts be considered and how will these influence the provision of boating facilities?
3. How will potential social and cultural impacts be considered and how will these influence the provision of boating facilities?
4. How will potential economic and financial impacts be considered and how will these influence the provision of boating facilities?
5. Under what circumstances will the decommissioning and removal or downgrading of an existing facility be considered?

RECREATIONAL BOATING FACILITY HIERARCHY
The Western Victoria Boating CAP confirms and updates the recreational boating facility hierarchy for the Western coastal region as required by the VCS 2008, and extends the planning horizon to 2035.

The new boating facilities hierarchy is based on the designated level of service considered appropriate at the broad range of existing boating facilities in the Western coastal region. This approach identifies all elements of the boating facilities hierarchy in the region and defines their role and purpose within the network of facilities. The boating hierarchy will be applied to all facilities so that it forms a network consisting of all the different types of facilities and levels of service.

The new hierarchy builds upon the Recreational Boating Facility Hierarchy outlined in the VCS 2008 which focused on State Marine Precincts and Regional Boating Facilities. The VCS 2008 noted that a new hierarchy for boating facilities in the Western coastal region was to be confirmed by this Boating CAP.

The regional network defines the designated status of each boating facility in the Western coastal region as follows:

A **State Marine Precinct** incorporates facilities of national, state, regional and local significance:
- There are two (2) designated State Marine Precincts:
  - Portland and Warrnambool.

A **Regional Boating Facility** provides a range of services and facilities at one location and a facility that due to its size provides for a large catchment:
- There are three (3) designated Regional Boating Facilities:
  - Port Fairy, Apollo Bay and Torquay.

A **District Boating Facility** provides for one type of boating activity and also functioning at a higher level during the peak boating season:
- There is one (1) designated District Boating Facility:
  - Nelson East Side, Kellet St.

A **Local Boating Facility** is a locally significant facility that provides boating access:
- There are twenty-three (23) designated Local Boating Facilities:

An **Informal Boating Facility** has a local level of significance and provides an unstructured opportunity for boating access:
- There are sixteen (16) designated Informal Boating Facilities:
  - Torquay Sailing Club, Anglesea Landing, Anglesea Caravan Park, Urquhart Bluff, Painkalac Creek, Spout Creek, Grove Road Lorne, Wye River, Kennett River, Skenes Creek, Aire River, Port Campbell SLSC, Battery Lane Port Fairy, Cape Bridgewater, Surry River Narrawong and Nelson Isle of Bags.

Boats at Port Fairy (Warrnambool City Council).
Executive Summary

LEVELS OF SERVICE
This Boating CAP specifies the types of facilities and services that are either typically required, or may be provided, at each level of service in the new boating facilities hierarchy, providing a benchmark against which future proposals can be assessed and establishes a standard for the maintenance of current facilities.

BOATING PRECINCTS
The vision and strategic directions for boating facilities in the Western coastal region have been translated into six boating precincts in the Western coastal region. Each Boating Precinct has:

- A defined level of service that is appropriate to the role the boating precinct plays within the regional network of boating facilities and in accordance with the boating hierarchy.
- Key activity and recreation nodes identified, including the appropriate mix of precincts and facilities.
- Direction to further develop its network of boating facilities, within the regional context, and with strong regard to the physical, environmental, social and economic factors that influence the provision and maintenance of boating facilities in that precinct.

This Boating CAP recommends the following future levels of service:

- **Surf Coast Boating Precinct**: one Regional Boating Facility, three Local Boating Facilities and seven Informal Boating Facilities. There are no State Marine Precincts or District Boating Facilities.
- **Colac Otway Boating Precinct**: one Regional Boating Facility and four Informal Boating Facilities. There are no State Marine Precincts, District Boating Facilities or Local Boating Facilities.
- **Corangamite Boating Precinct**: two Local Boating Facilities and one Informal Boating Facility. There are no State Marine Precincts, Regional or District Boating Facilities.
- **Moyne Boating Precinct**: one Regional Boating Facility and five Local Boating Facilities. There are no State Marine Precincts or District or Informal Boating Facilities.
- **Warrnambool Boating Precinct**: one State Marine Precinct and five Local Boating Facilities. There are no Regional, District or Informal Boating Facilities.
- **Glenelg Boating Precinct**: one State Marine Precinct, one District Boating Facility, eight Local Boating Facilities and three Informal Boating Facilities. There are no Regional Boating Facilities.

PRIORITIES
Warrnambool and Portland (State Marine Precincts) and Torquay and Apollo Bay (Regional Boating Facilities) have been assigned a high priority for the new boating facilities hierarchy, whilst Port Fairy (Regional Boating Facility) has been assigned a medium priority.

This Boating CAP does not identify any new sites for boating infrastructure across the Western coastal region. Rather it recommends that investment, maintenance and sustainable development should focus on improving the level of service at existing facilities.

IMPLEMENTATION
Successful implementation of this Boating CAP will require a strongly coordinated approach from the agencies with management responsibilities for boating facilities in the Western coastal region. An Implementation Plan has been developed to specify the priority actions that are critical for effective and timely implementation and an Implementation Committee will be established comprising members of the agencies and organizations who have a responsibility to implement the CAP.

There will also be a series of pathways for the implementation and realisation of the recommendations of the CAP that enact the framework and provide the detailed environmental, social and economic assessments required to achieve the recommended level of service for each facility.

REVIEW
The CAP will be reviewed at the end of five years from the date of gazettal and there are provisions to enable an interim review to inform implementation.
TYPICAL COMPONENTS FOR EACH LEVEL OF SERVICE

The following elements are generally provided for at each level of service in the hierarchy:

- ✔ Required
- ☐ Optional
- ✗ Not Required

### TYPICAL COMPONENTS

<table>
<thead>
<tr>
<th>TYPICAL COMPONENTS</th>
<th>LEVEL OF SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>State Marine Precinct</td>
</tr>
<tr>
<td><strong>Access</strong></td>
<td></td>
</tr>
<tr>
<td>Safe Harbour</td>
<td>✔</td>
</tr>
<tr>
<td>Public Access</td>
<td>✔</td>
</tr>
<tr>
<td>Car Parking</td>
<td>✔</td>
</tr>
<tr>
<td>Car Access to Beach</td>
<td>❌</td>
</tr>
<tr>
<td>Disabled Access</td>
<td>✔</td>
</tr>
<tr>
<td><strong>Launch and Retrieval</strong></td>
<td></td>
</tr>
<tr>
<td>Boat Ramps</td>
<td>✔</td>
</tr>
<tr>
<td>Pier/Jetty</td>
<td>✔</td>
</tr>
<tr>
<td><strong>Berthing</strong></td>
<td></td>
</tr>
<tr>
<td>Public Berths (itinerant)</td>
<td>✔</td>
</tr>
<tr>
<td>Wet Berths</td>
<td>✔</td>
</tr>
<tr>
<td>Dry Berths</td>
<td>☐</td>
</tr>
<tr>
<td>Mooring jetties</td>
<td>✔</td>
</tr>
<tr>
<td>Swing Moorings</td>
<td>☐</td>
</tr>
<tr>
<td>Commercial shipping facilities</td>
<td>☐</td>
</tr>
<tr>
<td><strong>Supplementary Services</strong></td>
<td></td>
</tr>
<tr>
<td>Fuel</td>
<td>✔</td>
</tr>
<tr>
<td>Pumpout</td>
<td>✔</td>
</tr>
<tr>
<td>Toilets</td>
<td>✔</td>
</tr>
<tr>
<td>Washdown</td>
<td>✔</td>
</tr>
<tr>
<td>Fish cleaning</td>
<td>☐</td>
</tr>
<tr>
<td>Security</td>
<td>✔</td>
</tr>
<tr>
<td>Signage</td>
<td>✔</td>
</tr>
<tr>
<td>Service utilities (power/water/lighting)</td>
<td>✔</td>
</tr>
<tr>
<td><strong>Recreational/Tourist Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>Capacity for major public boating events</td>
<td>✔</td>
</tr>
<tr>
<td>Boat hire/charter</td>
<td>✔</td>
</tr>
<tr>
<td>Commercial vessel berthing facilities</td>
<td>✔</td>
</tr>
<tr>
<td>Community Facilities (including club rooms)</td>
<td>✔</td>
</tr>
<tr>
<td>Recreational facilities</td>
<td>✔</td>
</tr>
<tr>
<td>Retail or entertainment and land based uses/attractors</td>
<td>✔</td>
</tr>
<tr>
<td><strong>Maintenance</strong></td>
<td></td>
</tr>
<tr>
<td>Boat repair and servicing</td>
<td>✔</td>
</tr>
<tr>
<td>Chandlery / Boating retail</td>
<td>✔</td>
</tr>
</tbody>
</table>
# Table of Contents

1 **Introduction and Background** 13  
   1.1 About this Plan 13  
   1.2 Coastal Management in Victoria 13  
   1.3 Western Coastal Board 13  
   1.4 The Western Coastal Region 14  
   1.5 About Coastal Action Plans 14  

2 **The Western Victoria Boating Coastal Action Plan** 17  
   2.1 Purpose 17  
   2.2 Outcomes 17  
   2.3 Governance 17  
   2.4 Scope 18  
   2.5 Process 18  
   2.6 Key Assumptions 18  
   2.7 Key Boating Influences in the Region 20  
   2.8 Key Questions 20  

3 **Vision** 21  

4 **Strategic Directions** 22  
   4.1 Strategic Direction 1: Levels of Service 22  
   4.2 Strategic Direction 2: Safety and Standards 26  
   4.3 Strategic Direction 3: Accessibility and Demand 27  
   4.4 Strategic Direction 4: Sustainable and Equitable Development 29  
   4.5 Strategic Direction 5: Management, Investment and Maintenance 30  

5 **Future Network of Facilities** 30  
   5.1 A New Regional Network 30  
   5.2 Priorities 35  

6 **Boating Precincts** 40  
   6.1 Surf Coast Boating Precinct 42  
   6.2 Colac Otway Boating Precinct 48  
   6.3 Corangamite Boating Precinct 56  
   6.4 Moyne Boating Precinct 58  
   6.5 Warrnambool Boating Precinct 64  
   6.6 Glenelg Boating Precincts 72  

7 **Conclusion** 80  
   7.1 Key Questions Addressed by the CAP 80  

8 **Implementation** 82  
   8.1 Implementation Plan 82  
   8.2 Priority Actions 84  
   8.3 Implementation Pathways 88  
   8.4 Review 88
List of Figures

Figure 1: How to Use This Document 12
Figure 2: The Western Coastal Region 15
Figure 3: Key Stages and Requirements for Preparing a CAP 16
Figure 4: Process for Preparation 19
Figure 5: Western Coastal Region Recreational Boat Facility Hierarchy 20
Figure 6: Network and facilities in the Surf Coast Boating Precinct 47
Figure 7: Network and facilities in the Colac Otway Boating Precinct 55
Figure 8: Network and facilities in the Corangamite Boating Precinct 57
Figure 9: Network and facilities in the Moyne Boating Precinct 63
Figure 10: Warrnambool State Marine Precinct Boundary 64
Figure 11: Network and facilities in the Warrnambool Mun Boating Precinct 71
Figure 12: Portland State Marine Precinct Boundary 72
Figure 13: Network and facilities in the Glenelg Boating Precinct 78
Figure 14: CAP Implementation Process 83
Figure 15: Specific Development Proposal Pathway 89
Figure 16: CAP Statutory Review Process 90

List of Tables

Table 1: Issues Addressed by Strategic Directions 22
Table 2: Typical Components for each Level of Service 25
Table 3: Management Roles for a Boating Facility 31
Table 4: Boating CAP Assessment Criteria 35
Table 5: Designated strategic priority of State, Regional and District facilities within the network 37
Table 6: Designated strategic priority of Local facilities within the network 37
Table 7: Designated strategic priority of Informal facilities within the network 38
Table 8: Level of Service Assessment for the Torquay Boating Facility 41
Table 9: Recommended Future Level of Service in the Surf Coast Boating Precinct 46
Table 10: Level of Service Assessment for Apollo Bay Boating Facility 49
Table 11: Recommended Future Level of Service in the Colac Otway Boating Precinct 54
Table 12: Recommended Future Level of Service in the Corangamite Boating Precinct 57
Table 13: Level of Service Assessment for Port Fairy Facilities 59
Table 14: Recommended Future Level of Service in the Moyne Boating Precinct 62
Table 15: Level of Service Assessment for Warrnambool Facilities 65
Table 16: Recommended Future Level of Service in the Warrnambool Boating Precinct 70
Table 17: Level of Service Assessment for Portland Facilities 73
Table 18: Recommended Future Level of Service in the Glenelg Boating Precinct 79
Table 19: Priority Actions 84

List of Appendices

Appendix A – Steering Committee and Reference Group Members 91
Appendix B – Levels of Service for the Boating Hierarchy 92
Appendix C – Key Questions Addressed by this Boating CAP 93
How to use this document

Figure 1: How to use this document

**Section 1**
Introduction and background
- Provides context
- Sets the scene
- Outlines project assumptions
- Summary of key influences
- Identifies the key questions to be resolved

**Section 2**
Vision
- Provides high-level strategic direction for future management and delivery of boating facilities

**Section 3**
Strategic Directions
- Provides guidance at the Western Coastal Region level on the key themes of importance in the planning and management of boating facilities:
  1. Boating Safety, Standards and Levels of Service
  2. Accessibility and Demand
  3. Sustainable and Equitable Development; and
  4. Management, Investment and Maintenance

**Section 4**
Network of Facilities
- Provides the Western Coastal Region recreational boating facility hierarchy and network to 2035
- Defines six Municipal Boating Precincts
  - Surf Coast
  - Colac Otway
  - Corangamite
  - Moyne
  - Warrnambool
  - Glenelg
- Applies the four strategic directions from Section 3 to each Precinct
- Recommends a Boating Facility Hierarchy for each Precinct

**Section 5**
Implementation Plan
- Provides a series of actions at the state and region wide level to provide strategic direction
- Provides assessment criteria and identifies the strategic priority of each facility within the network
- Provides a series of pathway frameworks for implementation and realisation of the WVB CAP recommendations
1 Introduction

1.1 ABOUT THIS PLAN
The Western Victoria Boating Coastal Action Plan (CAP) provides strategic guidance for the future management of recreational boating facilities in the Western coastal region of Victoria. The region extends from Breamlea (near Torquay) in the east to the South Australian border in the west. This Boating CAP has been prepared in accordance with the Coastal Management Act 1995 and the Victorian Coastal Strategy 2008.

This Boating CAP is a priority for the region given the need for an integrated and coordinated approach to the future management of recreational boating facilities in the region, and keen interest from boat users, facility managers and other stakeholders.

The Western Victoria Boating CAP seeks to ensure that the State’s west coast has a coordinated strategic plan with which to approach the provision, maintenance and management of recreational boating infrastructure. It will also ensure that appropriate levels of service are provided through a regional network of boating facilities, for the benefit of all Victorians.

1.2 COASTAL MANAGEMENT IN VICTORIA
96% of the Victorian coast is Crown land that is held by the Minister for Environment and Climate Change on behalf of the Crown for all Victorians. One third of the Crown land is reserved as National Park under the National Parks Act 1975 and managed by Parks Victoria. The majority of the remaining coastal Crown land is reserved under the Crown Land (Reserves) Act 1978 for a variety of public purposes – generally for the protection of the coast – and is managed by Committees of Management appointed under that Act.

The Victorian Coastal Strategy (VCS) (2008) provides a comprehensive integrated framework for the management of the coast of Victoria. It is established under the Coastal Management Act 1995 and provides for long-term planning of the Victorian coast for the next 100 years and beyond.

The purpose of the VCS is to provide:
1. A vision for the planning, management and use of coastal, estuarine and marine environments.
2. The government’s policy commitment for coastal, estuarine and marine environments.
3. A framework for the development and implementation of other specific strategies and plans such as Coastal Action Plans, management plans and planning schemes.
4. A guide for exercising discretion by decision-makers, where appropriate.

The VCS gives direction to plan and manage the impacts of activities on and in:
- Marine environment – includes the nearshore marine environment, the seabed and waters out to the State limit or 5.5kms.
- Foreshore – or coastal Crown land 200m from the High Water Mark.
- Coastal hinterland – on private and Crown land directly influenced by the sea or directly influencing the coastline and land within critical views of the foreshore and nearshore environment.
- Catchments – feeding rivers and drainage systems and including estuaries.

The VCS provides policies and actions to guide decisions about its management over the next five years. The policy in the VCS in relation to boating is:

*To strategically plan for and deliver sustainable boating facilities and infrastructure on the coast via Coastal Action Plans that respond to a demand assessment, safety considerations, the protection and sustainable management of coastal processes, conservation objectives, and quality of experience for all beach users.*

Development of a Boating CAP for the Western coastal region is a key action in the VCS.

1.3 THE WESTERN COASTAL BOARD
The Western Coastal Board (WCB) has developed the Western Victoria Boating Coastal Action Plan (CAP) to implement the VCS 2008 policy.

The WCB is established under the Coastal Management Act 1995 and provides strategic planning advice to the Minister for Environment and Climate Change, and to the Victorian Coastal Council, for the Western coastal region.

The WCB’s responsibilities under the Coastal Management Act 1995 are to:
- Provide advice to the Minister and the Victorian Coastal Council on coastal development in the region and any other matters referred to it by the Minister and Council.
- Develop Coastal Action Plans for land within the region.
- Prepare and publish guidelines for coastal planning and management.
- Facilitate the regional implementation of the Victorian Coastal Strategy, Coastal Action Plans and coastal guidelines.
- Facilitate local public awareness of, and consultation and involvement in, the development and implementation of the Victorian Coastal Strategy 2008, Coastal Action Plans and coastal guidelines.
- Liaise with and encourage the cooperation of departments, councils, public authorities, industry, community groups and others involved in the planning and management of the region in developing and implementing strategic solutions to matters affecting the conservation and use of the region’s coasts.
Introduction

1.4 THE WESTERN COASTAL REGION
The Western Victoria Boating CAP applies to the Western coastal region, which extends from Thompson's Creek (near Torquay) in the east to the South Australian border in the west (see Figure 2). There are six local Government municipalities within the Western coastal region:
1. Surf Coast Shire
2. Colac Otway Shire
3. Corangamite Shire
4. Moyne Shire
5. City of Warrnambool
6. Glenelg Shire

The coastline within the Western coastal region extends for 476 kilometres and includes a variety of locations, land uses and landscape types. Major coastal centres include Portland, Warrnambool and Torquay. Smaller villages and settlements along the coast include Port Fairy, Marengo, Apollo Bay, Lorne, Aireys Inlet, Fairhaven, Anglesea, Nelson, Peterborough and Port Campbell.

The west coast contains some of Victoria's most spectacular and diverse coastline, varying from low coastal plains, mobile coastal dunes and brackish wetlands to dramatic cliffs, escarpments and rock platforms. Coastal vegetation ranges from cleared agricultural land to remnant coastal heath and low Stringybark woodlands.

The west coast is rich in both indigenous and non-indigenous history and heritage. There is significant evidence of Aboriginal occupation along the coast, as well as a number of non-indigenous heritage sites that are identified in the Victorian Heritage Register and the Heritage Inventory and are legally protected under the Heritage Act 1995. The Register is a comprehensive listing of Victoria's most significant places, objects and historic shipwrecks.

The west coast is utilised for a diverse range of recreational and tourism purposes including fishing, boating, swimming, surfing, diving, bird watching and bushwalking. The marine environment is also a valuable economic resource. The Port of Portland, one of the four Victorian commercial shipping ports, is a major economic focus and relies on the coast and marine environment for its operations.

The west coast is characterised by high-energy wave and wind environments that continually shape the active coastal environment. Providing safe boating infrastructure in this unique environment is challenging due to the open water conditions and limited opportunities for protected and safe boating access. Fortunately, there are some sheltered bays and several river-launching facilities in the region that provide these protected conditions.

Pressure on the west coast continues to increase through population growth and tourism and the corresponding need and demand for supporting infrastructure. The coast is not only under pressure from people seeking lifestyle changes but also attracts millions of visitors each year as one of Victoria's key recreation and tourism destinations.

1.5 ABOUT COASTAL ACTION PLANS
A Coastal Action Plan (CAP) is a strategic planning tool that applies the VCS within a region for either a particular coastal area or a specific coastal issue.

The Coastal Management Act 1995 provides the WCB with the power to prepare a Coastal Action Plan for consideration by the Victorian Coastal Council. The Council may then approve the Plan and refer it to the Minister for the Environment and Climate Change for endorsement and subsequent gazettal.

A Coastal Action Plan must:
- Identify strategic directions and objectives for use and development in the region; and
- Provide for detailed planning for the region or part of the region to
  - facilitate recreational use and tourism; and
  - provide for protection and enhancement of significant features of the region's coast, including the marine environment.


Figure 3 provides an overview of the key stages and requirements for the preparation of a Coastal Action Plan.
Figure 2: The Western Coastal Region

Seal at Portland Jetty (Paul Hamer, Department of Primary Industries).
Figure 3: Key Stages and Requirements in Preparing a CAP

Preparing Coastal Action Plan

- A Regional Coastal Board may prepare a Coastal Action Plan for its region or any part of its region;
- A Coastal Action Plan;
  - must identify strategic directions and objectives for use and development in the region; and
  - must provide for detailed planning of the region or part of the region:
    - to facilitate recreational use and tourism; and
    - to provide for protection and enhancement of significant features of the region's coast, including the marine environment.
  - must be consistent with the Victorian Coastal Strategy, the National Parks Act 1975, and the purposes for which land was reserved under the Crown Land (Reserves) Act 1978.

Contents Coastal Action Plan

Consultation Process

- In preparing a Coastal Action Plan, the Board must consult with affected parties, including:
  - Ministers or public authorities;
  - municipal councils; and
  - land owners;
  - people or local organisations who may be affected by the Plan.

Exhibition of Draft CAP

- In meeting its consultation obligations, the Board can advertise and exhibit the Draft Cap for 4 weeks.
- The Coastal Board considers submissions or other comments and makes any changes to the Draft CAP.

Board considers Draft CAP

- Council can send the Draft CAP back to the Board for further consideration (s25(2b))
- Coastal Board refers Draft CAP to Victorian Coastal Council for consideration.
- Council can approve the Draft CAP and refer it to the Minister (s25(2a) and s26(1))
- Minister may endorse the CAP in whole or part.
- The Minister endorses the CAP and it is published in the Government Gazette and comes into operation.

Ministerial Endorsement

CAP Gazetted

- Land managers (including a Minister public authority Committee of Management or Council) must take all reasonable steps to give effect to the CAP.
- CAP must be reviewed at least every 5 years. The review must include consultation.

Review of the CAP
2 The Western Victoria Boating Coastal Action Plan

2.1 PURPOSE
The purpose of the Western Victoria Boating CAP is to provide a strategic framework to guide the provision of improved and more sustainable recreational boating facilities in the Western coastal region. It is based on the VCS 2008 policy statement to:

1. Strategically plan for and deliver sustainable boating facilities and infrastructure on the coast via CAPs that respond to a demand assessment, safety considerations, the protection and sustainable management of coastal processes, conservation objectives, and quality of experience for all beach users.

2. Provide new access and review existing inappropriate access in accordance with the recreational boating facilities hierarchy.

3. Ensure the provision of effluent disposal facilities at strategic boating locations to address illegal sewage discharge from boats.

This Boating CAP has been prepared in compliance with the Guidelines for Preparing, Implementing and Reviewing Coastal Action Plans (VCC, 2005).

2.2 OUTCOMES
This Boating CAP will deliver the following outcomes, consistent with the principles of ecologically sustainable development outlined in the VCS 2008:

- A vision for the future direction and management of recreational boating facilities in the Western coastal region.
- Regional strategic context and guidance for the location and scale of boating use and development in the Western coastal region based on environmental, economic and social assessment.
- Priorities for future public and private investment in the development of boating infrastructure in the Western coastal region to maximise social, economic and environmental benefits to current and future generations.
- Improved co-ordination of the provision and regulation of boating facilities, leading to improved decision-making.
- Improved safety for boating launch and retrieval activities.

2.3 GOVERNANCE
The Boating CAP project was led by the Western Coastal Board. The Board has endorsed all major decisions regarding this Boating CAP.

Consultants, Beca Pty Ltd, in association with Arup Environmental and Planning Consultants Pty Ltd and Vantree Pty Ltd were appointed by the Board to prepare the Draft Boating CAP.

The Board established a Steering Committee and Reference Group to assist with the development of the Draft Boating CAP.

The Steering Committee comprised representatives of key coastal stakeholder groups (see Appendix A) and was responsible for:

- Guiding the Boating CAP process, general overview and delivery of the project.
- Providing recommendations on project processes, milestones and strategic direction.
- Recommending preferred options after consideration by the Reference Group and making recommendations to the Western Coastal Board on direction for the Boating CAP.
- Interpreting discussion at Reference Group meetings and encouraging attendance to ensure policy discussion understanding.
- Communicating project progress and issues to their respective organizations.

The Reference Group comprised representatives from various peak stakeholder and interest groups relevant to the management, provision and use of boating facilities in the western region of Victoria (see Appendix A) and provided:

- A forum to discuss policies and issues.
- Consideration of and feedback on all major elements and key aspects of the project to the Steering Committee.
- Advocacy on behalf of their organisations and concisely communicate views and information.

The Steering Committee and Reference Group met eight times throughout the project to provide key input and feedback.

Public forums and other means of communication were used to enable broader community input into the initial draft Boating CAP.

The Draft and Final Draft Boating CAPs were approved by the Board. The Victorian Coastal Council endorsed the Final Draft Boating CAP for consideration by the Minister and the Final Boating CAP for Ministerial approval and gazetted. The Minister for Environment and Climate Change endorsed the Draft Boating CAP for public exhibition and the Final Boating CAP for gazetted.
2.4 SCOPE
This Boating CAP applies to the Western coastal region as defined in the VCS 2008 to include:

- The marine environment including the nearshore marine environment, the seabed and waters out to the state limit or 5.5 kilometres.
- The foreshore or coastal Crown land 200 metres from the high water mark.
- Coastal hinterland on private and Crown land directly influenced by the sea or directly influencing the coastline and land within critical views of the foreshore and nearshore environment.
- Catchments feeding rivers and drainage systems and including estuaries.

The CAP is focused on recreational boating facilities on the coast and in estuaries. It considers boating facilities that are used jointly by both commercial enterprises and the public, with an emphasis on the public recreational boating facilities. The CAP does not seek to consider facilities located beyond the tidal extent of estuaries and in freshwater systems.

The CAP does not consider exclusively commercial, privately leased or owned and ‘other shipping’ facilities that are within the jurisdiction of port authorities. Nor does it consider existing boating facilities on privately owned land, even if the facilities are accessible to the public or ramps associated with Surf Life Saving Clubs as these are not public boat ramps and public access to these ramps for boating is generally unsuitable.

2.5 PROCESS
This Boating CAP was developed in seven key stages (see Figure 4).

In Stage 1, an Existing Conditions and Issues Paper was developed to describe boating facilities, service levels, legislation and issues in the Western coastal region. Consultation was undertaken in Stage 2 to consider the Existing Conditions and Issues Paper. In Stage 3, a vision and strategic directions were developed. In Stage 4, boating precincts were identified and levels of service assessed. In Stage 5, an Implementation Plan was developed. In Stage 6, a Draft CAP was released for public consultation. In Stage 7, consultation feedback was considered and a Final Draft CAP prepared.

2.6 KEY ASSUMPTIONS
A number of assumptions were defined to better scope this Boating CAP.

2.6.1 Planning Horizon
The planning horizon for this Boating CAP is assumed to be 2035, in recognition that the design life of local boating facilities is typically in the order of 25 to 30 years.

2.6.2 Sea Level Rise
The VCS 2008 policy is to plan for a rise in sea level of not less than 0.8 metres by 2100. In addition, allowance is to be made for the combined effects of tides, storm surges, coastal processes and local conditions, such as topography and geology when assessing risks and impacts associated with climate change. As scientific data becomes available, the policy of planning for sea level rise of not less than 0.8 metres by 2100 will be reviewed.

Over the planning horizon to 2035, based on the data provided in the VCS 2008 (see Figure 4), the assumed predicted range of sea level rise will be 0.1m to 0.2m, with the higher end of the range (0.2m) being used in accordance with sensible engineering design practice.

There is a potentially greater sea level rise over a longer planning horizon which is likely to be particularly relevant to discussion of the more significant boating facilities and infrastructure.

2.6.3 Open Water Access
The majority of boating facilities in the Western coastal region provide access to open water. This is in contrast to boating facilities for example, within Port Phillip Bay.

The importance of safety is a key factor when reviewing boating facilities, particularly those with direct access to open water. The VCS 2008 highlights safety as part of its policy:

‘Strategically plan for and deliver sustainable boating facilities and infrastructure on the coast via CAPs that respond to a demand assessment, safety considerations, the protection and sustainable management of coastal processes, conservation objectives and quality of experience for all beach users.’

For the purposes of this Boating CAP, the safety of boat users and swimmers is paramount. It is assumed that where boating facilities already exist or must unavoidably be located with direct access into open water that all reasonable safety precautions will be taken to minimise the risk to users and the surrounding environment.

Consistent with VCS 2008 policy, this Boating CAP has:

- Generally focused its consideration and assessment of and recommendations in relation to existing and potential new boating facilities located in safe sheltered locations; and
- Made recommendations that are consistent with the principle of minimising risk to users and the surrounding environment.

This Boating CAP also recognises that different conditions apply along different sections of the Western coastal region and therefore different locations with open water access may pose different levels of risk to the safety of users. Some existing locations with open water access (eg Port Fairy) are used regularly and safely, while others have higher levels of risk (eg Warrnambool).

The conditions that apply at particular locations are therefore critically important when making decisions about the siting, design and development of existing and potential new boating facilities with open water access in the Western coastal region.
Figure 4: Process for Boating CAP Preparation

Stage 1 – Existing Conditions & Issues Paper
• A listing and description of existing boating infrastructure and service levels in the Western Region
• A listing and description of existing legislation, policy, strategies and plans relating to boating and boating facilities in the Western Coastal Region
• Documented overview of contextual drivers and issues impacting on provision of boating facilities, including:
  – Demographic trends
  – Recreational boating demand and behaviour
  – Key strategic issues affecting the provision of boating facilities, including land use and climate change
  – Underlying environmental conditions and adjoining uses and values that may advantage or disadvantage future provision of boating facilities
  – Regional economic synergies, including tourism-related uses, boat manufacturing and repair and provision of event standard boating facilities
  – Spatial representation of key elements of existing boating facilities and their condition

Stage 2 – Strategic Analysis
A Period of consultation with the Steering Committee and Reference Group and workshop forums, resulting in:
• A Consultation and Communications Plan
• Incorporation of consultation feedback into the development of the WVB CAP Strategic Direction, in a balanced and practical manner

Stage 3 – Strategic Direction
Development of a vision and clear strategic priorities to inform decision-making. This includes, but is not limited to:
• Improving the level of service and efficiency of existing facilities
• Adding value to the boating network through the provision of new facilities
• Achieving the future role of a facility in the boating hierarchy
• Consolidation, including rationalisation, of uses
• Compatibility and constraints of underlying conditions and adjoining uses
• Management arrangements
• Thresholds and trigger points for decisions

Stage 4 – Boating Area Planning Precincts
A recreational boating framework, based on Planning Precincts, to guide public and private investment and manage demand to 2035, including:
• Identification of Strategic Boating Areas and the mix of facilities, services and environment protection that should occur within each area
• The ranking/grading of capability, capacity and levels of service of facilities and destinations
• A hierarchy of boating facilities
• Decision making trigger/thresholds
• Triple Bottom Line Decision Making Matrix
• Recommendations, Priority Actions and an Implementation Strategy, including:
  – Spatial representation
  – Local policies to guide private and public investment

Stage 5 – Implementation Strategy
An Implementation Strategy that will identify:
• Partnerships, roles and responsibilities
• Triple bottom line assessment of Recommendations and Actions
• Audit outcomes of funding opportunities
• Strategic plans for implementation over 5, 10 and 20-year time frames

Stage 6 – Draft WVB CAP
The consolidation of the work undertaken in Stages 1 to 5 into a Draft WVB CAP and public exhibition.

Stage 7 – Final Draft WVB CAP
Consideration of consultation feedback received during public exhibition and preparation of the Final Draft CAP for approval and endorsement.
2.7 KEY BOATING INFLUENCES IN THE REGION

Boating in the Western coastal region is influenced—directly and indirectly—by a number of factors.

Population levels along the coast and future growth in population are key influences. Forecast population growth levels to 2021 and 2031 in the Western coastal region are not anticipated to have a major impact on the demand for boating facilities in most local government areas with the exception of Surf Coast Shire (particularly Torquay) and Warrnambool City.

The Coastal Settlement Framework referred to in the VCS 2008 highlights Portland, Warrnambool and Torquay as regional centres with high growth capacity. Matching growth and demand which is anticipated to occur with the provision of recreational boating facilities is important for future facility planning.

Within Surf Coast Shire, population growth of more than four per cent per annum is likely in Torquay. This is due to its proximity to the metropolitan centres of Melbourne and Geelong, combined with the appeal of a coastal lifestyle to both young families and retirees. When combined with the life stage profile of recreational boaters, this suggests that Torquay will continue to grow as a recreational boating destination.

Seasonal variations in demand and use are another key factor that needs to be considered when planning for boating infrastructure. Coastal populations swell significantly in the summer months when holiday home owners and tourists arrive in large numbers. In the off-season, populations in some of the smaller coastal settlements drop significantly. Boating use varies accordingly.

Protecting the significant environmental, social, recreational, economic and cultural values of the coast is vital. The provision of adequate boating facilities needs to avoid damage to the coast’s values and should not detract from other coastal user’s experience of the area.

There are six declared Marine Sanctuaries and three Marine National Parks in the Western coastal region. Due to fishing and “no take” restrictions in these areas, boating activity related to fishing is constrained and these areas present increased opportunity for diving/snorkeling and eco-tourism operators as they foster greater marine diversity and protection.

The broader social and environmental impacts on the coast must be considered when evaluating the nature of boating facilities in the Western coastal region, as well as the demand and supply of boating infrastructure.

The identified growth in tourism opportunities for the Great Ocean Road Region also impacts on recreational boating facilities. Tourism planning has identified the potential to improve and/or increase recreational boating infrastructure at key destinations such as Torquay, Apollo Bay Harbour, the Warrnambool Harbour Precinct and Portland Bay. In addition to benefits for the boating industry and boaters, boating infrastructure also contributes more broadly by providing tourism destinations with the associated regional economic development.

In Victoria, the recreational boating industry has consistently grown over the past 10 years, despite some difficult economic times and higher fuel costs. There are now 171,255 boats with engines registered in Victoria, of which 3,666 are registered within the Western coastal region (Boating Industry Association, June 2009). The recreational fishing industry contributes some $825 million annually to the Victorian economy based on $2.3 billion worth of secondary expenditure that occur when people go fishing in Victoria (Parks Victoria and VRFish Communiqué, October 2009).

The high wave energy and wind environment that continually shapes the Western coastal region presents access and safety issues for recreational boating activities. There are certain locations where boat ramps onto the open ocean can be dangerous. The provision of protective measures would be either expensive and/or technically difficult due to the significant movement of sand along the coast. There are a limited number of existing locations in the region where protection has developed over time and the evaluation of these locations needs to include the consideration of safety issues, coastal settlement boundaries and tourism objectives as well as boater demand.

2.8 KEY QUESTIONS

At the start of the project, a set of key questions was developed that the Western Victoria Boating CAP needed to address. These key questions and associated matters to be considered were developed with the Project’s Steering Committee and Reference Group before any significant work had been completed, to ensure a greater level of objectivity.

The key questions for this Boating CAP are:

1. What will be the network of boating facilities for Western Victoria in 2035?
2. How will potential environmental impacts be considered and how will these influence the provision of boating facilities?
3. How will potential social and cultural impacts be considered and how will these influence the provision of boating facilities?
4. How will potential economic and financial impacts be considered and how will these influence the provision of boating facilities?
5. Under what circumstances will the decommissioning and removal or downgrading of an existing facility be considered?

It was considered that these questions, and any associated matters that their investigation brought to light, would be used to assist in the finalisation of recommendations on the network of boating facilities and the hierarchy of level of service for the Western coastal region (see Section 5). The questions also underpinned the development of a comprehensive suite of assessment criteria to assess locations that are recommended to provide a state or regional level of service. These are outlined in Section 5 and applied to the relevant locations in Section 6.

It was also considered that these key questions would be used as overall evaluation criteria to determine whether this Boating CAP had responded appropriately and successfully to its performance objectives (see Section 7).
A vision has been developed for this Boating CAP to draw together the high level strategic and long-term view of how recreational boating facilities are to be delivered and managed to 2035 in the Western coastal region.

The vision also provides context and direction for the future management and delivery of boating facilities for the Western coastal region. It was developed through community and stakeholder consultation, background research and workshop sessions held with the Project’s Steering Committee and Reference Group.

The vision is:

A network of strategically located, sustainable and safe boating access and facilities which meet user needs, that is managed to protect and enhance the dynamic coastal environment, giving due consideration to the impacts of climate change.

The vision incorporates elements relating to the sustainability, safety, benefits and synergy of boating facilities in the region:

- **The sustainability of boating facilities**: Boating facilities will be located, designed, developed and managed to maintain and enhance biologically and culturally rich, diverse coastal, estuarine and marine environments for current and future generations. Boating facilities will minimise their impacts on the environment. They will be appropriate to and balancing the needs and requirements of boating users and local communities along the coast, recognising and equitably resolving competing coastal uses and demands. They will be feasible to maintain and manage over the long term.

- **The safety of boating facilities**: Boating facilities will be located, designed, developed and managed to improve the level of safety for all boating users. Due recognition will be given to prevailing coastal conditions along the Western coastal region.

- **The benefits of boating facilities**: Boating facilities will be located, designed, developed and managed to optimise their economic, tourism and social benefits and opportunities for local and regional communities.

- **The synergy of boating facilities**: Boating facilities will be managed and developed as part of a network: not considered in isolation from each other. The network will cater for a range of boat users, boating activities and types of craft and will enable informed decisions to be made on funding, investment and resource allocation.
A number of new Strategic Directions for the future management of boating facilities in the Western coastal region have been established in this Boating CAP.

The Strategic Directions specify and provide guidance on the high-level issues which need to be addressed in order to deliver the vision for this Boating CAP. They are based on and apply existing State-wide policy to the Western coastal region, and build upon stakeholder and community input during preparation of the CAP. The Strategic Directions are:

1. Strategic Direction 1: Boating Facilities Hierarchy and Levels of Service
2. Strategic Direction 2: Safety and Standards
3. Strategic Direction 3: Accessibility and Demand
4. Strategic Direction 4: Sustainable and Equitable Development
5. Strategic Direction 5: Management, Investment and Maintenance

The issues addressed under each of the Strategic Directions are outlined in Table 1.

### Table 1: Issues Addressed by Strategic Directions

<table>
<thead>
<tr>
<th>NO.</th>
<th>STRATEGIC DIRECTION</th>
<th>ISSUES ADDRESSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Boating Facilities Hierarchy and Levels of Service</td>
<td>• The network of boating facilities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Current and future levels of service</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Boating hierarchy – where do we want to be in 2035?</td>
</tr>
<tr>
<td>2</td>
<td>Safety and Standards</td>
<td>• Boating safety, the establishment of safe harbours and standards for boating facilities</td>
</tr>
<tr>
<td>3</td>
<td>Accessibility and Demand</td>
<td>• Balancing demand for coastal spaces between different users</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The criteria for uses on Crown land</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The demand for growth and the expansion of boating facilities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Access for a range of users skills and boating types</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The distribution of boating access opportunities</td>
</tr>
<tr>
<td>4</td>
<td>Sustainable and Equitable Development</td>
<td>• Sustainable development for boating infrastructure (environmental, social, cultural and economic)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Net long term benefits for economic development &amp; communities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The protection and enhancement of the coastal environment</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consideration of the impacts of climate change</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Equitable access for all users and types of boating</td>
</tr>
<tr>
<td>5</td>
<td>Management, Investment and Maintenance</td>
<td>• Management arrangements, planning and accountabilities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Improved coordination and communication</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Private sector investment guidance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Public Private Partnership opportunities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Priority investment areas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Risk management</td>
</tr>
</tbody>
</table>

### 4.1 STRATEGIC DIRECTION 1: BOATING FACILITIES HIERARCHY AND LEVELS OF SERVICE

#### 4.1.1 Context

A new hierarchy has been developed for recreational boating facilities in the Western coastal region. This confirms and updates the Recreational Boating Facility Hierarchy outlined in the Victorian Coastal Strategy (2008) which focused on State Marine Precincts and Regional Boating Facilities. The VCS 2008 noted that a new hierarchy for boating facilities in the Western coastal region was to be confirmed and updated by this Boating CAP.

The new boating facilities hierarchy is based on the designated level of service considered appropriate at the broad range of existing boating facilities in the Western coastal region. This approach identifies all elements of the boating facilities hierarchy in the region and defines their role and purpose within the network of facilities. The boating hierarchy will be applied to all facilities so that it forms a network consisting of all the different types of facilities and levels of service.
4.1.2 A New Hierarchy

The new hierarchy for boating facilities in the Western coastal region defines five levels of service:

- State Marine Precinct
- Regional Boating Facility
- District Boating Facility
- Local Boating Facility
- Informal Boating Facility

The key elements that comprise a facility at each level of service in the hierarchy are described below, along with other elements that are not necessarily critical, but which may add value to the level of service at each facility (see also Appendix B). Section 5 outlines the new recreational boating facility hierarchy for the Western coastal region.

a) State Marine Precinct

A State Marine Precinct is defined by the VCS 2008 as:

A State Marine Precinct incorporates facilities of international, national, State, regional and local significance. These include ports, marinas, charter boat facilities, slip facilities, waterfront activities, marine services, piers, jetties and ramps. Such a location would generate major investment to harness and use the synergy of facilities.

A State Marine Precinct should be a boating destination providing a high standard of facilities that attracts a variety of boating activities and users. The level of significance of a State Marine Precinct is distinctively defined by the combination of services and facilities provided, rather than any particular individual feature. The function of the whole precinct is greater than the sum of the parts.

The VCS 2008 recommended Portland and Warrnambool be designated as State Marine Precincts.

b) Regional Boating Facility

A Regional Boating Facility is defined by the VCS 2008 as follows:

A Regional Boating Facility accommodates a significant amount of recreational boating in appropriate conditions. These include multiple boat ramps, jetties, substantial car parking, safety measures where required and significant onshore facilities such as fish cleaning facilities, wash down areas and toilets. A site satisfying this level of hierarchy generates a significant level of boating activity from a wide catchment.

A Regional Boating Facility provides a wide range of services for a number of types of boating activity and caters for a range of boating skill levels. It provides a boating destination that sits along side a number of other activities and will generate a significant level of boating activity. This facility will be a landmark feature within the region and service a wide catchment. Each Regional Boating Facility will typically include a safe harbour and it will either provide a range of services and facilities at one location (e.g. at a harbour or marina), or be one regional facility such as a regional boat ramp that due to its size services a wide catchment.

The VCS 2008 recommended that Nelson, Port Fairy and Apollo Bay be designated Regional Boating Facilities.

A Regional Boating Facility will either provide a range of services and facilities at one location or be a facility that due to its size provides for a large catchment, and meets the following criteria:

- A high level of significance that provides a boating destination.
- A high level of investment as a key boating activity centre.
- An exceptional level of service provision that caters for a wide range of boating activity and skill levels.
- A safe harbour may be, but is not necessarily, provided.
- Services a wide catchment area.
- Provides public access to the facility and coastal environment and servicing facilities.
- Commercial shipping activities may be present.
Strategic Directions

c) District Boating Facility
A District Boating Facility typically focuses on one type of boating activity and generates users from a smaller catchment area. It is located to serve sub-regional communities, and does not necessarily seek to serve all the boating needs of that community. There may be a number of district boating facilities within the same proximity/community but serving different boating needs. A district boating facility may also only function at a higher level during the peak boating season.

A District Boating Facility will generally provide for one type of boating activity and may also function at a higher level during the peak boating season, and meets the following criteria:
- A reduced level of significance that generally provides for one type of boating activity.
- A level of investment that ensures these facilities provide for gaps in the regional network of boating facilities.
- A high level of service that caters for specific types of boating activities at each facility.
- A safe harbour may be, but is not necessarily, provided.
- Services a smaller catchment area than a regional facility.
- Provides public access.

d) Local Boating Facility
A Local Boating Facility aims to provide easy access to the coast for smaller population catchments. It comprises one facility, which may include boat ramps, piers/jetties, or smaller yacht clubs. Local Boating Facilities should provide a good standard of service that caters for local access to boating but these facilities do not accommodate a wide range of boating services.

A Local Boating Facility will be a locally significant facility that provides boating access, and meets the following criteria:
- Does not generate major investment opportunities or responsibilities.
- A good quality level of service that caters for local access to boating but does not have a wide range of services or facilities.
- A safe harbour is not expected to be provided.
- Services a local catchment area for smaller populations and may also function at a higher level during peak periods.
- Provides public access.

e) Informal Boating Facility
An Informal Boating Facility typically involves access to the beach to launch small passive vessels, such as dinghies and the like. It caters for a large proportion of boating activity and while no infrastructure is involved per se, an informal boating facility provides an unstructured opportunity to access the coast for recreational boating purposes.

An Informal Boating Facility will have a local level of significance and provide an unstructured opportunity for boating access, and meets the following criteria:
- A facility at the neighbourhood level of significance that provides an unstructured opportunity for boating access.
- Requires only minimal investment.
- A standard of service that caters for informal boating activity with a low range of services.
- Services a neighbourhood catchment area.
- Provides public access to the foreshore at approved access points.

4.1.3 Levels of Service
Table 2 defines the types of facilities and services that are either typically required or, may be provided, at each level of service in the Boating Facilities Hierarchy. It therefore provides a benchmark against which future proposals can be assessed and establishes a standard for the maintenance of current facilities.

A number of criteria have been used to clarify the differences between the five levels of boating facilities in the hierarchy. They have been used to help specify the elements that boaters should expect to find within each facility and the optional extras that could add value to the “core” boating facilities. The criteria are:
- The level of significance
- The level of investment
- The level of service expectations
- The provision of a safe harbour
- The catchment size the facility serves
- Public access versus private ownership.

The levels of service are based on the Central Boating CAP (2007), but include some variations to respond to differences in coastal conditions and circumstances experienced along the Western coastal region.
Table 2: Typical Components for each Level of Service

The following elements are generally provided for at each level of service in the hierarchy:

- ✔ Required
- ☐ Optional
- ✗ Not Required

<table>
<thead>
<tr>
<th>TYPICAL COMPONENTS</th>
<th>State Marine Precinct</th>
<th>Regional Boating Facility</th>
<th>District Boating Facility</th>
<th>Local Boating Facility</th>
<th>Informal Boating Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Access</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safe Harbour</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Access</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Car Parking</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td>✔</td>
</tr>
<tr>
<td>Car Access to Beach</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disabled Access</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Launch and Retrieval</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat Ramps</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier/Jetty</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Berthing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Berths (itinerant)</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wet Berths</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Berths</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mooring jetties</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swing Moorings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial shipping facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Supplementary Services</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pumpout</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toilets</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washdown</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish cleaning</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Security</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signage</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service utilities (power/water/lighting)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Recreational/Tourist Facilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capacity for major public boating events</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat hire/charter</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial vessel berthing facilities (including ferries)</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Facilities (including club rooms)</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recreational facilities (including picnic tables, BBQ’s, walkways)</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail or entertainment and land based uses/attractors</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Maintenance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat repair and servicing</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chandlery / Boating retail</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Strategic Directions

4.1.4 Decision Making Principles
The following principles underpin the recommendations made by this Boating CAP regarding the new boating facilities hierarchy and levels of service:

1. A new hierarchy of boating facilities will be applied to boating facilities in the Western coastal region to 2035.
2. The hierarchy comprises five different levels of service (defined in Appendix B):
   a. State Marine Precinct
   b. Regional Boating Facility
   c. District Boating Facility
   d. Local Boating Facility
   e. Informal Boating Facility
3. The new boating facilities hierarchy designates the level of service considered appropriate at the broad range of existing boating facilities in the Western coastal region.
4. The new boating facilities hierarchy identifies all elements of the boating facilities hierarchy in the region and defines their role and purpose within the network of facilities.

4.2 STRATEGIC DIRECTION 2: SAFETY AND STANDARDS

4.2.1 Context
Boating safety and safe water access are the primary considerations in the provision of recreational boating facilities in the Western coastal region. All recreational boating facilities – and their location, design, maintenance and upgrade – must seek to facilitate a safe recreational boating experience.

The first priority is to minimise the risks to boater safety and other water users. A secondary priority is to minimise damage to boats and other equipment.

Incident data from Marine Safety Victoria (DoT/TSV (Maritime)) in both the 2006/2007 and 2007/2008 reporting years (in the “response only”, “serious” and “fatalities and hospitalisations” categories) indicates that the number of incidents in the Western coastal region is relatively low compared with other regions of Victoria. There were no reported incidents recorded during those periods that directly related to the use of a recreational boating facility. However, advice from local boating users indicates that many incidents at boating facilities are not reported.

The launching and retrieval of boats is a key component of safe boating experiences, particularly in open ocean environments.

Weather and ocean conditions can change quickly in the open ocean waters of Bass Strait, which extend along the length of the Western coastal region. These natural conditions along the exposed sections of the coast can be dangerous and therefore present an inherent safety risk to all boaters.

Across the region, there is a lack of suitable locations that are protected and provide shelter in difficult boating conditions and there are significant distances between protected waters or safe harbours. As a result, there is demand from boating users for additional safe harbour facilities in the region.
Safe harbours are defined as areas where boaters can find anchorage or shelter from unexpected or unfavourable weather conditions from a specific direction. It is important to note, however, that a safe harbour may not be safe in all adverse weather conditions, and may not necessarily enable launch and retrieval in all conditions.

There are different sorts of safe harbours. Larger more formal safe harbours may provide waters protected by physical features, predominantly created by the construction of breakwaters. These may be large enough to protect 20 to 30 boats at any time. Smaller less formal safe harbours may utilise existing physical features such as rocky outcrops, peninsulas, sheltered bays or estuarine outlets to provide shelter for three to five boats.

There are a number of safe harbour destinations in the Western coastal region that provide refuge. Larger facilities are located at the major destinations of Portland, Warrnambool, Port Fairy and Apollo Bay, with sheltered water also provided in some estuaries along the coast. Just outside the Western coastal region is a safe harbour at Queenscliff.

Currently, boating facility design standards vary considerably across the region. Boating safety and safe water access can be achieved by ensuring safety is a key element in the design, maintenance and upgrade of facilities. The design, maintenance and upgrading of boating facilities must incorporate safety as a key element and that they comply with Australian Standards and relevant regulatory requirements to reduce risk.

Investigating improvements to an existing boating facility or designing a new facility also needs to involve an integrated approach that explores safe access options for complementary boating infrastructure such as jetties/ pontoons and trailer parking in addition to the core ramp facility.

It is very important to prevent safety incidents and improve boater safety by continuously raising awareness of safety issues, increasing the knowledge of coastal conditions in the region, installing consistent signage information and conducting user education about the maintenance and operation of vessels.

All boating facilities within the region must have DoT/TSV (Maritime) standard signage installed to inform users of operational and local safety issues. This provides a consistent approach and avoids user confusion at different facilities along the coast.

4.2.2 Decision Making Principles
The following principles underpin the recommendations made by this Boating CAP regarding boating safety and standards:

1. The planning and management of boating facilities considers the safety of all coastal users as the first priority in decision making followed by avoiding damage to property.
2. Boating activity is governed by the ability to experience safe water access recognising the limitations of the natural character of the region, boat operators and equipment.
3. The design, maintenance and upgrading of boating facilities will incorporate safety as a key element and comply with Australian Standards and relevant regulatory requirements to reduce risk.

4. All boating facilities within the region will have DoT/TSV (Maritime) standard signage installed to provide a consistent approach that informs users of operational and local safety issues and avoids potential user confusion.

5. Safe harbour locations will be designed to provide safe launching and retrieval activities in the conditions that are most difficult at a particular location. They cannot however, be relied upon to provide sheltered waters in all conditions.

6. Safe harbours that provide sheltered waters will only be provided in locations where coastal processes and environmental impacts in the dynamic coastal environment can be avoided or suitably mitigated.

4.3 STRATEGIC DIRECTION 3: ACCESSIBILITY AND DEMAND

4.3.1 Context

The demand for appropriate boating access opportunities and uses, and balancing these with other coastal uses, are important components of the strategic planning process for recreational boating facilities in the Western coastal region.

4.3.2 Accessibility

Accessibility considerations in relation to the provision of recreational boating facilities include:

- The spatial distribution of boating access opportunities and
- Access for a range of users’ skills and boating types.

The majority of boating access opportunities within the Western coastal region are multipurpose facilities which provide a small or larger range of facilities and services associated with the launching and retrieval of boats and related activities. There are also more isolated boat ramps, including those that mainly provide access to rivers and estuaries (some of which also provide access to the sea) and ramps with open water access.

Due to the open water conditions along the Western coastal region, there is a limited number of existing boating access points as it is difficult to provide facilities such as marinas, piers/jetties or moorings in all unsheltered locations along the coast. It is also the key reason why existing multi-purpose boating facilities are currently concentrated within safe harbours.

A primary issue on the west coast is safety, given the propensity and speed of weather changes and the effect on open ocean conditions. There are numerous locations across the region that are unsuitable for boating. To reduce the risk of incidents, boaters who are unfamiliar with local conditions and are visiting the region will be encouraged to make use of boating facilities that offer sheltered waters.

The high wave energy and wind conditions that continually affect the Western coastal region present a range of obstacles to safe boating. There are certain locations where boat ramps with open water access could be potentially dangerous. The provision of protective measures would be either expensive and/or technically difficult due to environmental conditions and potential impacts. These are constraints to improving boating access through the creation of new facilities. Opportunities to improve boating access are therefore focused on improving the level of service at existing boating facilities.

Providing access for a range of boating types across the region can also be a challenge with different types of recreational boaters competing for the use of limited space and facilities. The pattern of settlement, geography and prevailing conditions along the west coast have resulted the uneven distribution of boating access opportunities along the coast. It has also resulted in considerable recreational boating and fishing demand being directed to estuaries and river locations and to the inland region.

4.3.3 Demand

Demand for boating facilities needs to be considered within the context of:

- Balancing demand for coastal spaces between different users
- Demand for the growth and expansion of facilities
- Criteria for uses on coastal Crown land

Given the growing level of boat ownership and boating activity in Victoria, there is a community expectation that the provision of and access to boating facilities will be part of the range of improved community infrastructure. Therefore, planning for a network of appropriate and compatible boating facilities along the coast is necessary if user demand and community expectations are to be met – both now and into the future.

The demand for boating facilities can vary considerably between peak and off-peak seasons, and even on different days of the week. It is dependent on many factors including weather conditions and temperatures. Peak periods are generally during weekends and public holidays, particularly during summer, although there are certain triggers, such as peak fishing seasons, that compound congestion problems at certain locations. Such significant variations in boating user patterns can lead to extremely congested conditions, or conversely, the under-utilisation of facilities in off-peak periods. It is not practical or cost effective to provide boating infrastructure that caters for the most severe peak days of demand and congestion.

There is a lack of data on user needs and demand which makes it difficult to assess where boat users would take the opportunity to use improved or new facilities if they were provided. Anecdotally, there is information to suggest that there is significant “latent demand” currently across the region for improved boating facilities, particularly at major centres such as Torquay, Apollo Bay, Warrnambool and Portland. The demand for the growth and expansion of facilities must consider the potential to meet latent as well as existing demand.
Strategic Directions

Inland drought conditions over the past ten years have also contributed to increased pressure on coastal boating facilities, as inland lakes and watercourses become unsuitable for recreational boating activities.

The key to meeting demand is to realise the potential of existing boating facilities. This must be done before any new facilities are considered, noting that new sites are not readily available in the Western coastal region and are costly to develop.

Consideration of any new boating facilities for the Western coastal region will need to occur within existing limits of development and settlement and in accordance with the protection of coastal spaces between existing townships. Ideally there will be a synergy between the co-location of boating facilities and tourist facilities and complementary land uses within townships.

Due to the increased demand for coastal spaces to be used for boating activity, the threshold capacity of the Western coastal region, particularly for launching and retrieval, is an issue that has not been fully explored to date and which will require further consideration to determine long term demands. Maximum threshold levels of vessels should be considered in relation to maintaining boating safety for users, avoiding damage to or negatively impacting upon coastal processes or the coastal marine environment and continuing to provide acceptable levels of time and cost investment for users to launch and retrieve. Boating zones that define or restrict on-water activities and areas are one tool available to regulate demand for and use of the coast for boating activities.

There is also a need to consider how limited coastal space can be shared between various activities and demands. There are broader social, community and economic benefits associated with providing boating infrastructure (eg promenading, meeting space at club facilities, tourism destination etc) if it is well planned. Balancing this range of interests is critical in recognition of the high demand for coastal Crown land.

4.3.4 Decision Making Principles

The following principles underpin the recommendations made by this Boating CAP regarding the demand for and access to boating facilities:

1. Improvements to boating facility access will focus on improving the level of service at existing boating destinations, rather than on creating new access opportunities.
2. It is not practical or cost effective to provide boating infrastructure that caters for the most severe peak days of demand.
3. The design and construction of boating facilities should accommodate a range of user abilities, including less experienced boaters, those unfamiliar with local conditions and operating requirements and those with special needs.
4. The need to support public access to recreational boating should be recognised by providing alternatives to private ownership such as commercial boat hire/charter and making berths available for casual users.
5. The need to raise awareness of and install warning signage at high risk facilities aimed at boaters who are unfamiliar with local conditions (either visitors or less experienced users) and to encourage them to make use of boating facilities offering sheltered waters.
6. The need to identify the cost-benefit and the potential to respond to existing, future and latent demand during the planning phase for the growth and expansion of a boating facility.
7. When developing new boating facilities for the Western coastal region it will done within existing limits of development and settlement and in accordance with the protection of coastal spaces between existing urban limits.
8. Determination of the long term maximum threshold capacity for a launching and retrieval facility in the context of meeting existing and future user demand.
9. Where appropriate, boating related buildings and structures will be upgraded over time to improve visual amenity on the coast and services to members and the public. These should be shared facilities that promote multi-purpose use and a consolidated footprint on the foreshore.

Cleaning fish at Portland (Glenelg Shire Council).
4.4 STRATEGIC DIRECTION 4: SUSTAINABLE AND EQUITABLE DEVELOPMENT

4.4.1 Sustainable Development

Ecologically sustainable development (ESD) incorporates caring for the environment, economic performance and social responsibility, and is often called the triple bottom line (VCS 2008). The VCS 2008 specifies a Hierarchy of Principles for coastal, estuarine and marine planning and management to facilitate sustainable outcomes. Sustainable development in the context of recreational boating primarily focuses on environment issues however other facets of sustainability including economic, social and cultural impacts also need to be considered.

While the region’s existing boating facilities provide valuable access to boating opportunities, in many cases the location of these facilities is in sensitive coastal or marine environments and has led to unintended environmental impacts. A high level of design, management and operational sensitivity is therefore required when making improvements to facilities to ensure that the dynamic and fragile coastal environment is not adversely impacted.

Sensitive design of boating facilities can help to improve the management of environmental issues such as pollution caused by sewage effluent, fuel waste, on-site drainage, wash-down areas and marine pest infestation. The design of facilities should also assist in the reduction of adverse environmental impacts.

Managing the impacts associated with the effects of climate change such as rising sea level, increased storm surges, flooding and unusual weather patterns will be the single biggest challenge to sustainable development of boating facilities across the region. The VCS 2008 policy is to plan for sea level rise of not less than 0.8 metres by 2100. Over the planning horizon to 2035, based on the data provided in the VCS 2008, the assumed predicted range of sea level rise will be 0.1m to 0.2m.

Climate change will have social, economic and environmental implications, including storm damage of coastal infrastructure (including boating facilities), altered patterns of erosion and accretion of beach and dune systems, the requirement for increased dredging to respond to unconsolidated sediment in the coastal system and urban stormwater draining to the coast which affects the quality of coastal estuaries and sensitive near-shore marine environments.

There are six declared Marine Sanctuaries and three Marine National Parks in the Western coastal region. Due to fishing and “no take” restrictions in these areas, boating activity related to fishing is constrained so these areas present increased opportunity for diving/snorkeling and eco-tourism operators as they foster greater marine diversity and protection.

Marine pests are a concern in Victoria and across Australia. Introduced pests threaten the biodiversity and ecological integrity of Victoria’s aquatic ecosystems as well as human activities such as aquaculture, and recreational and commercial fishing. Streamlining pest control in everyday facility management through maintaining/cleaning/ and looking after boating facilities and boats will help prevent the spread of marine pests.

Improved boating facilities in the Western coastal region will deliver economic benefits to the region. In particular, benefits may include increased revenue for local retail outlets such as bait and tackle shops, as well as additional business for local retail, boat building and repair services. Where possible, the design of facilities should respond to the location and function of existing local businesses so that there are strong linkages (ie. walkways) between business operators and boating facilities.

To ensure the economic benefits of development are maximised, it is essential that funding for facility upgrades is channelled to appropriate locations to ensure funds are targeted to where they will have the most impact/benefit. It is also important that maintenance costs are identified early so that adequate ongoing revenue can be resourced to maintain facilities.

The upgrade of boating facilities will have numerous social benefits – improved facilities will maximise net community benefit by catering for a range of publicly accessible boating uses. In order to maximise enjoyment of these coastal areas, it is important that the most efficient and safe use of water space is achieved, and impacts to other water users are minimised. Other public benefits may include increased participation in local clubs such as angling or sailing clubs, and where club facilities are upgraded they could be made appropriate for other functions, such as local community meeting spaces.

The fourth arm of sustainability relates to cultural values. The Western coastal region has a rich indigenous and maritime history which can be brought to life through design that takes into account important events/stories and ensures significant sites are protected. Appropriate cultural heritage investigations are required in conjunction with traditional owners and other indigenous groups prior to the commencement of any development to ensure that areas of cultural significance are protected.

4.4.2 Equitable Development

Equity is an important issue in the consideration of boating facilities in terms of:

- Geographic distribution of facilities.
- Distribution of investment/funding.
- Affordability of access.
- Equity between boat types/sizes.

Due to the natural geographic limitations of the Western coastal region, equitable distribution of access to the coast for boat launching and retrieval is not always possible. There are certain sections of the coast in all precincts where it is impractical to locate boating facilities.

Where possible however, it is appropriate to work towards achieving a better distribution of facilities at each level of service (informal, local, district, regional and state) across the region, taking into account the different catchment sizes each facility services as well as the differing levels of service expected at different types of facility.

Equitable distribution of resources between precincts and across the region is another factor. Opportunities to improve boating safety and facilities through State and Federal
government grant programs should be sought in order to achieve an equitable distribution of investment across the region.

Maintaining public access to boating facilities while seeking private investment to improve infrastructure is a critical factor in ensuring the equity of developments. As existing facilities are upgraded and the level of service improves a user pays system may be implemented to fund these and future works. Affordability for a range of users needs to be considered when examining design options for upgrades.

Equity is also important in terms of levels of service required for different boat types (eg differences between powered and unpowered boats). Although the majority of boating activity in the region utilises powered vessels, there are some boat types such as yachts, canoes and kayaks that remain popular and therefore require access to launching and retrieval facilities.

4.4.3 Decision Making Principles

The following principles underpin the recommendations made by this Boating CAP regarding the sustainable and equitable development:

a) Sustainable Development

1. The significant ecological and physical features of the coastal environment will be protected.
2. Valuable marine ecosystems and beneficial habitats can be associated with existing boating facilities, and these ecosystems and habitats should be protected.
3. Existing boating facilities should assess and mitigate any impacts on the coastal environment.
4. A precautionary approach (as defined under ESD) will be adopted when assessing the provision of new boating facilities.
5. Anticipated maintenance costs will be identified early so that adequate funding can be put aside to cover ongoing costs.
6. Net community benefit is maximised by ensuring facilities are designed for the safe and efficient use of available water space.
7. Any possible detrimental impact on any Indigenous or non-Indigenous cultural values and sites is avoided and/or minimised.

b) Equitable Development

8. Boating facilities will be equitably distributed geographically across the Western coastal region, as far as is practicable, to minimise disadvantage to boating communities.
9. Upgrades to existing facilities should consider affordable options/alternative arrangements to ensure equity between all users.
10. Access to boating facilities will be improved for all user groups and shared recreational and commercial boating facilities will be provided where appropriate.

4.5 STRATEGIC DIRECTION 5: MANAGEMENT, INVESTMENT AND MAINTENANCE

4.5.1 Management

Successful implementation of this Boating CAP will require a strongly coordinated approach from the agencies with management responsibilities for boating facilities in the Western coastal region.

Committees of Management are responsible for a number of boating facilities in the Western coastal region. They are constituted under the Crown Land (Reserves) Act 1978 to manage coastal reserves on behalf of the Minister for Environment and Climate Change. Within the Western coastal region Committees of Management can either be the relevant Municipal Council, such as the City of Warrnambool, or appointed Committees comprised of appropriately skilled voluntary representatives as with the Great Ocean Road Coast Committee. Some facilities are managed by small volunteer Committees of Management with capacity and resourcing challenges.

Parks Victoria manages a number of boating facilities in the region as part of its responsibilities under the National Parks Act 1975 for reserves including the Great Otway National Park.

Boating uses, zones, safety and signage (as distinct from the facilities per se), are overseen by Marine Safety Victoria.

Management roles and responsibilities for boating facilities are complex, with resources varying between the different agencies and Committees of Management. Often it can be unclear to the general public who is responsible for a boating facility. A wide range of functions are required to be performed by a facility manager.

Key issues affecting the Western coastal region, notably climate change, will require improved integration between agencies and Committees of Management to ensure effective management of facilities in the future.

This Boating CAP provides a significant opportunity to improve management, accountability, funding and investment, maintenance, resourcing and monitoring of boating facilities.

To provide a robust sustainable network of boating facilities across the Western coastal region, a number of broad roles need to be fulfilled (see Table 3).
### Table 3: Management Roles for a Boating Facility

<table>
<thead>
<tr>
<th>ROLE</th>
<th>EXPLANATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>Planning for upgrades and new facilities and how best to complement other existing facilities in the network to fulfil the objectives of this Boating CAP.</td>
</tr>
<tr>
<td>Investigation and Design</td>
<td>From scoping studies through to detailed investigation, feasibility and design of upgrades and new facilities to confirm location, function, cost and mitigation of adverse impacts.</td>
</tr>
<tr>
<td>Investment</td>
<td>Public or private sector funding for upgrades and new facilities, including initial capital costs, design costs, ongoing operational and maintenance costs.</td>
</tr>
<tr>
<td>Maintenance</td>
<td>Maintenance planning, responsibilities and funding for existing and new boating facilities and associated infrastructure.</td>
</tr>
<tr>
<td>Dredging</td>
<td>Dredging is an ongoing requirement at several major boating facilities to maintain operations and safety.</td>
</tr>
<tr>
<td>Management</td>
<td>Clarifying and planning for all ongoing issues including maintenance, funding, and leasing arrangements.</td>
</tr>
<tr>
<td>Engagement</td>
<td>Ongoing communication with and involvement of boaters and other interest groups in the design and operation of facilities is critical.</td>
</tr>
<tr>
<td>Awareness</td>
<td>Raising public awareness of local facilities, safety issues, regulatory requirements and other matters.</td>
</tr>
<tr>
<td>Club activities</td>
<td>Various fishing, boating and aquatic clubs along the coast provide organised opportunities for boating, fishing and related social activities and support the management of facilities in some locations.</td>
</tr>
<tr>
<td>Approvals</td>
<td>Provision of timely approvals for new and upgraded boating facilities consistent with this CAP, the VCS and other relevant State and local planning provisions.</td>
</tr>
<tr>
<td>Complaints / Compliance</td>
<td>Ensuring facilities comply with relevant planning permit conditions and “Waters of Victoria” requirements for marinas and boating facilities/activities.</td>
</tr>
<tr>
<td>Construction</td>
<td>Specialist skills are required to design and construct upgrades and new facilities including managing and overseeing the construction/development process and ensuring compliance with relevant conditions.</td>
</tr>
<tr>
<td>Monitoring</td>
<td>Monitoring use and demand for the facility and the condition of assets, risks and environmental impacts.</td>
</tr>
</tbody>
</table>

Upgraded facilities on the Shaw River at Yambuk (Boating Safety Facilities Program).
4.5.2 Investment

Funding for the maintenance of existing boating facilities in the Western coastal region is generally provided by the appointed land manager for each facility. Some Committees of Management are funded through camping revenues at Crown land caravan parks and camping grounds. Municipal Councils utilise rate revenue and other sources. Parks Victoria is funded by the State Government and also raises revenue through other sources. Some facilities have user charges which contribute to the costs of management and maintenance.

A number of others sources provide funding for upgrades to boating facilities across the region. Funding for boating facilities is available from a range of State, Federal and Local Government sources and there are opportunities for joint funding arrangements. Public and private funding may provide an appropriate model for some boating facilities, particularly for the delivery of major new initiatives involving elements such as marinas, charter operations and other commercial functions. Private sector investment that includes public access to recreational boating facilities has the potential to deliver significant community and economic benefits.

This Boating CAP has identified that investment opportunities should be concentrated on improving the level of service at existing boating facilities in the Western coastal region, rather than creating new facilities or new destinations for boating activity. Investments in existing facilities will generally provide better financial returns in addition to satisfying other key issues such as containing the environmental footprint of development and simplifying the approvals process.

It is recognised that some of the higher levels of service which this Boating CAP recommends for a number of boating facilities may only eventuate with the aid of considerable private investment. While there is an ongoing role for Government, it is important to resolve funding and resourcing arrangements for specific development proposals, particularly those involving public/private partnerships and private investment.

Private investment may involve consideration of a broader range of potential commercial components in some locations. These matters will need to be addressed and resolved through more detailed design, planning and approvals processes for specific development proposals. Such development proposals will need to be carefully assessed against the policies and principles for Crown land, including the need to maintain public access and net community benefit, and, in coastal settings, ensuring uses and activities are consistent with the Victorian Coastal Strategy.

4.5.3 Maintenance

Many boating facilities in the Western coastal region are ageing and have been built to varying standards. Some have not been adequately maintained which has compromised the level of service they are able to provide.

Maintenance issues are exacerbated by the dynamic coastal conditions. In some cases this has lead to higher maintenance costs, particularly for dredging requirements at the sheltered harbours that exist along the coastline.

In some instances, unclear management responsibilities add a further layer of complexity to the issue of facility maintenance. Inadequate asset management programs and lack of funding further compound this situation.

Maintenance of existing facilities against the standard to which they were designed is another issue as in many cases the age of facilities means the design standards used for construction are now out of date relative to current Australian Standards and best practice. They may also be out of date in relation to issues such as the number, size and type of boats now using the facility. Maintenance of existing facilities should therefore occur within a framework of minor upgrades to bring them into line with the appropriate standards.

4.5.4 Decision Making Principles

The following principles underpin the recommendations made by this Boating CAP regarding investment, management and maintenance:

1. Clarify responsibility, accountability and coordination between relevant authorities and Committees of Management for boating facilities.
   - Each facility will have a manager responsible for co-ordinating its operation and improvements to levels of service, including funding and related issues.
2. Investment will initially focus on maintaining and improving appropriate existing facilities to meet Australian standards in a manner that is consistent with their defined level of service. Priority will be given to those boating facilities which provide the poorest level of service relative to their designated level of service in this Boating CAP.
3. Private sector investment should be considered for new boating facilities at locations that complement existing public boating facilities and which improve public access and benefits.
4. As lease or other arrangements for boating facilities are renewed or renegotiated, provision will be included in any terms to provide for improved public access, to incorporate maintenance funding requirements and to address level of service issues.
5. Agencies will be required to coordinate annual funding processes to ensure consistency with the priorities of the CAP.
6. Risk assessments should be reviewed or undertaken for all boating facilities in the next two years to determine the maintenance works required to conform to Australian Standards.
5 Future Network of Facilities

5.1 A NEW REGIONAL NETWORK
The VCS 2008 proposed a recreational boat facility hierarchy for the entire state, but noted that facilities in the Western coastal region are to be confirmed and updated through the Western Victoria Boating CAP.

A new recreational boating facility hierarchy for the Western coastal region to 2035 is presented in Figure 5. The hierarchy is based on an assessment of each facility's target level of service, its role and its priority within the regional network of facilities (see Section 5.2). The regional network defines the designated status of each boating facility based on the recommended boating hierarchy as follows:

A **State Marine Precinct** incorporates facilities of national, state, regional and local significance. There are two (2) designated State Marine Precincts:
- Portland and Warrnambool.

A **Regional Boating Facility** provides a range of services and facilities at one location and a facility that due to its size provides for a large catchment. There are three (3) designated Regional Boating Facilities:
- Port Fairy, Apollo Bay and Torquay.

A **District Boating Facility** provides for one type of boating activity and also functioning at a higher level during the peak boating season. There is one (1) designated District Boating Facility:
- Nelson East Side, Kellet St.

A **Local Boating Facility** is a locally significant facility that provides boating access. There are twenty-three (23) designated Local Boating Facilities:

An **Informal Boating Facility** has a local level of significance and provides an unstructured opportunity for boating access. There are sixteen (16) designated Informal Boating Facilities:
- Torquay Sailing Club, Anglesea Landing, Anglesea Caravan Park, Urquhart Bluff, Painkalac Creek, Spout Creek, Grove Road Lorne, Wye River, Kennett River, Skenes Creek, Aire River, Port Campbell SLSC, Battery Lane Port Fairy, Cape Bridgewater, Surry River Narrawong and Nelson Isle of Bags.

This Boating CAP does not identify any new sites for boating infrastructure across the Western coastal region. Rather it recommends that investment, maintenance and sustainable development should focus on improving the level of service at existing facilities.

The safety of boaters has been paramount in the identification of the network and hierarchy of boating facilities along the Western Victorian coastline. A vital factor in boating safety is the ability of boaters to find sheltered water in adverse weather conditions. This is not an issue unique to this region and has been a central issue in similar Coastal Action Plans in the Central and Gippsland coastal regions.
Figure 5: Western Coastal Region Recreational Boating Facilities Hierarchy 2035
5.2 PRIORITIES

5.2.1 Assessment Criteria

A comprehensive suite of Assessment Criteria has been developed to inform the recommended designation of the network and hierarchy of levels of service for the Western coastal region. The Criteria have also been used to identify the priority within this network and hierarchy. The Criteria, which build on the key questions outlined in Section 2.8, are presented in Table 4.

Table 4: Boating CAP Assessment Criteria

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Level of Service Network</strong></td>
</tr>
<tr>
<td>1. Potential effect on the diversity of boating opportunities in the precinct and the network.</td>
</tr>
<tr>
<td>2. Potential effect on the level of service in the precinct.</td>
</tr>
<tr>
<td>3. Potential effect on the geographic spread and capacity within the network.</td>
</tr>
<tr>
<td>4. Level of consistency with accepted strategic planning policy for the coast.</td>
</tr>
<tr>
<td>5. Level of availability of sufficient and appropriate land and water space.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Environmental</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>7. Potential effect on significant environmental features.</td>
</tr>
<tr>
<td>10. Potential effect on coastal processes and conditions.</td>
</tr>
<tr>
<td>11. Level of requirement for initial and on-going dredging (compared to alternatives).</td>
</tr>
<tr>
<td>12. Availability of car parking and potential environmental, amenity and community effects.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Social and Cultural</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>13. Potential effect on public good.</td>
</tr>
<tr>
<td>14. Potential effect on public access and amenity.</td>
</tr>
<tr>
<td>15. Potential effect on surrounding land users (compared to alternatives).</td>
</tr>
<tr>
<td>16. Potential ability to integrate with the local community.</td>
</tr>
<tr>
<td>17. Potential effect on boater safety.</td>
</tr>
<tr>
<td>18. Potential ability to integrate recreational and commercial facilities.</td>
</tr>
<tr>
<td>19. Potential effect on operational efficiency for users, including queuing times.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Economic and Financial</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>21. Location in relation to current and future population numbers.</td>
</tr>
<tr>
<td>22. Location in relation to areas of high levels of visitation.</td>
</tr>
<tr>
<td>23. Potential level of support to the local and regional economy (particularly regard to employment and visitation).</td>
</tr>
<tr>
<td>25. Potential levels of public capital expenditure.</td>
</tr>
<tr>
<td>26. Potential levels of private investment.</td>
</tr>
<tr>
<td>27. Potential levels of annual public operating costs.</td>
</tr>
</tbody>
</table>
5.2.2 Strategic Priorities

A summary of the strategic priority of each facility within the network and hierarchy is presented in Tables 5-7.

The focus of the assessment was on the strategic importance of the designated level of service. This is not to say that an existing facility assigned a Low Priority (e.g. a facility designated as a Local Boating Facility level of service) is not an important facility for some user groups or does not play an important role in its location or should have a low priority in relation to ongoing maintenance and improvement.

It is a conclusion reached in relation to a combination of factors, including its strategic importance within the network and hierarchy and its geographic location along the Western Victorian coastline. It is also recognition of the difference between the need for capital and maintenance funding and the level of capital funding that may be required to achieve the designated level of service. In this regard, there is a strong correlation between the reasons for the designation of the level of service and the assignment of the level of priority.

In completing the assessment, it was decided that the higher order level of service designations (State Marine Precinct and Regional Boating Facility) warranted a full assessment against all of the Assessment Criteria and this is provided in Section 6 under the relevant Boating Precinct.

Reference is made to the Assessment Criteria for the lower order level of service designations (District, Local and Informal Boating Facilities) in Section 6 under each Boating Precinct.

The assessment concluded that:

1. Warrnambool and Portland (State Marine Precincts) and Torquay and Apollo Bay (Regional Boating Facilities) should be assigned High Priority based on:
   a. Current and future levels of population.
   b. The capacity to add significantly to the spread and diversity of facilities within the network and hierarchy.
   c. Consistency with strategic planning policy.
   d. The capacity to add considerably to the public good and public amenity and safety.
   e. The potential to support the local and regional economy, particularly in regard to employment and increased visitation.

2. The strategic priority assigned to Port Fairy (Regional Boating Facility) should recognise that the facility is already substantially developed and that only a moderate expansion and ongoing improvements to existing facilities are possible. For these reasons, Port Fairy should be assigned Medium Strategic Priority based on:
   a. Its contribution to the spread and diversity of facilities within the network and hierarchy.
   b. Its consistency with strategic planning policy.
   c. Its current contribution to public good and amenity and its capacity to consolidate this contribution.
   d. Its potential to continue to support the local and regional economy, particularly in regard to employment and increased visitation.
Table 5: Designated strategic priority of State, Regional and District facilities

<table>
<thead>
<tr>
<th>MAP NO.</th>
<th>FACILITY NAME</th>
<th>FACILITY TYPE</th>
<th>CURRENT ROLE</th>
<th>FUTURE SERVICE LEVEL</th>
<th>STRATEGIC PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>5E</td>
<td>Lady Bay Warrnambool</td>
<td>Boat ramp, Jetty and Wharf</td>
<td>District</td>
<td>State</td>
<td>High</td>
</tr>
<tr>
<td>6E</td>
<td>Portland Harbour</td>
<td>Multipurpose</td>
<td>Regional</td>
<td>State</td>
<td>High</td>
</tr>
</tbody>
</table>

Regional Boating Facility

1B Torquay Boat ramp Local Regional High
2D Apollo Bay Multipurpose District Regional High
4F Port Fairy Multipurpose Regional Regional Medium

District Boating Facility

6J Nelson East Side, Kellet St Boat ramp District District Medium

Table 6: Designated strategic priority of Local facilities within the network

<table>
<thead>
<tr>
<th>MAP NO.</th>
<th>FACILITY NAME</th>
<th>FACILITY TYPE</th>
<th>CURRENT ROLE</th>
<th>FUTURE SERVICE LEVEL</th>
<th>STRATEGIC PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Surf Coast Boating Precinct</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1E</td>
<td>Point Roadknight, Anglesea</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Medium</td>
</tr>
<tr>
<td>1I</td>
<td>Lorne Boat Ramp</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>1K</td>
<td>Point Grey, Lorne</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Local</td>
<td>Medium</td>
</tr>
<tr>
<td>b. Corangamite Boating Precinct</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3A</td>
<td>Princetown</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>3B</td>
<td>Port Campbell</td>
<td>Jetty/Wharf</td>
<td>Local</td>
<td>Local</td>
<td>Medium</td>
</tr>
<tr>
<td>c. Moyne Municipal Precinct</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4A</td>
<td>Peterborough Front Beach</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>4B</td>
<td>Curdie Vale</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>4C</td>
<td>Boat Bay Peterborough</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>4D</td>
<td>Killarney</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>4G</td>
<td>Shaw River Yambuk</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>d. Warrnambool Boating Precinct</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5A</td>
<td>Allansford Jubilee Park Road</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>5B</td>
<td>Hopkins River Mahoneys</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>5C</td>
<td>Hopkins River Upstream</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>5D</td>
<td>Hopkins River</td>
<td>Boat Ramp, Jetty &amp; Wharf</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>5F</td>
<td>Merri River at Dennington</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>e. Glenelg Boating Precinct</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6A</td>
<td>Fitzroy River Mouth</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>6D</td>
<td>Henty Bay Caravan Park</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>6C</td>
<td>Wally's Ramp Alletree</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>6H</td>
<td>Glenelg River Saunders Landing</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>6G</td>
<td>Glenelg River Sapling Creek</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>6I</td>
<td>Glenelg River Prichards</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>6K</td>
<td>Nelson West Side</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
<tr>
<td>6M</td>
<td>Nelson, Simpsons Landing</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Low</td>
</tr>
</tbody>
</table>
Table 7: Designated strategic priority of Informal facilities within the network

<table>
<thead>
<tr>
<th>MAP NO.</th>
<th>FACILITY NAME</th>
<th>FACILITY TYPE</th>
<th>CURRENT ROLE</th>
<th>FUTURE SERVICE LEVEL</th>
<th>STRATEGIC PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Informal Boating Facility</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1A</td>
<td>Torquay Sailing Club</td>
<td>Beach Access Track</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>1C</td>
<td>Anglesea Landing</td>
<td>Landing</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>1D</td>
<td>Anglesea Caravan Park</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>1F</td>
<td>Urquhart Bluff</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>1G</td>
<td>Painkalac Creek</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>1H</td>
<td>Spout Creek</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>1J</td>
<td>Grove Road Lorne</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>f. Colac Otway Boating Precinct</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2A</td>
<td>Wye River</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>2B</td>
<td>Kennett River</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>2C</td>
<td>Skenes Creek</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>2D</td>
<td>Aire River Horden Vale Road</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>g. Corangamite Boating Precinct</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3C</td>
<td>Port Campbell SLSC</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>h. Moyne Boating Precinct</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4E</td>
<td>Port Fairy Battery Lane</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>i. Glenelg Boating Precinct</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6B</td>
<td>Narrawong Surry River</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>6F</td>
<td>Cape Bridgewater</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
<tr>
<td>6L</td>
<td>Nelson Isle of Bags</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Low</td>
</tr>
</tbody>
</table>
6 Boating Precincts

Six boating precincts have been specified in the Western coastal region, with each precinct corresponding to one of the six local government areas within the region:

1. Surf Coast Boating Precinct
2. Colac Otway Boating Precinct
3. Corangamite Boating Precinct
4. Moyne Boating Precinct
5. Warrnambool Boating Precinct
6. Glenelg Boating Precinct

Existing boating facilities and functions in each Boating Precinct are outlined below along with a brief discussion of key issues, drivers and challenges. This has been informed by an analysis of each precinct against the Strategic Directions outlined in Section 4.

A new boating facilities hierarchy is then recommended for each Boating Precinct and future service levels are specified.

In this way, the vision and strategic directions for boating facilities in the Western coastal region are translated to a more local level. As a result, each Boating Precinct now has:

- A defined level of service that is appropriate to the role the boating precinct plays within the regional network of boating facilities and in accordance with the boating hierarchy.
- Key activity and recreation nodes identified, including the appropriate mix of precincts and facilities.
- Direction to further develop its network of boating facilities, within the regional context, and with strong regard to the physical, environmental, social and economic factors that influence the provision and maintenance of boating facilities in that precinct.

A full assessment against all of the Assessment Criteria outlined in Section 5.2 is presented for locations with higher order level of service designations (State Marine Precinct and Regional Boating Facility) and this is provided under the relevant Boating Precinct. This helps to explain the reasoning behind these higher order designations. Reference is made to the Assessment Criteria for the lower order level of service designations (District, Local and Informal Boating Facilities).

Warrnambool Harbour is a popular location (Warrnambool City Council).
6.1 Surf Coast Boating Precinct

6.1.1 OVERVIEW

The Surf Coast Boating Precinct is contained within the boundaries of the Surf Coast Shire and includes the coastal towns of Torquay, Anglesea, Aireys Inlet and Lorne. The coast is diverse and ranges from sand dune systems in the east, to sandstone cliffs between Torquay and Aireys Inlet through to the start of the Otways in Lorne. Sections of the coast are protected by National Parks including the Great Otway National Park and the Point Addis Marine Park.

The Surf Coast continues to experience high levels of residential growth much of which is focussed on Torquay, with a permanent population increasing at a rate of four per cent per annum. The coastal lifestyle appeals to many including young families and retirees, particularly given the region’s proximity to Geelong and Melbourne. It is anticipated that the growth in population will contribute to ongoing growth in the area as a recreational boating destination.

The Surf Coast is a major tourist hub along the Great Ocean Road and is very popular for recreation and tourism. This creates additional demand for boating infrastructure particularly during the peak tourist season.

Increases in population and tourism will have a major impact on demand for boating facilities in the Surf Coast Boating Precinct.

6.1.2 EXISTING BOATING FACILITIES

There are currently three boat ramps located on the open ocean at Point Grey in Lorne, Point Roadknight in Anglesea, and Fisherman’s Beach in Torquay. These three ramps service most of the recreational boating activity in the Surf Coast Boating Precinct. There are currently no safe harbours or protective structures at these facilities or at any other location in the Precinct.

In addition there are several ad hoc boat ramps located at Torquay Sailing Club, Anglesea Landing, Urquhart Bluff, Painkalac Creek, Spout Creek, and Grove Road, Lorne. These provide limited boating access and have a very low level of use. There is a boat ramp at the Anglesea Caravan Park which is not currently open to the public.

The ocean boat ramps at Point Grey, Point Roadknight and Fishermans Beach are old and generally in poor to average condition. The ramp at Fisherman’s Beach will be replaced in 2010 providing some improvement to launching and retrieval activities.

Due to their exposure to wave action, launching and retrieval at the ocean boat ramps can be dangerous. Many of these function primarily as beach access ramps, with most launching and retrieval activities occurring directly off the sand and into the prevailing wave conditions. This creates some risks, particularly for inexperienced users.

The relative lack of boating facilities along this coastline can be partially attributed to the harsh natural environment along the Surf Coast which restricts areas for safe boating activity, and provides significant challenges to the provision of any new infrastructure.

a) Torquay

The Assessment Criteria outlined in Section 5 have been used to recommend the designation of Torquay as a location to provide a Regional level of service under the new boating hierarchy for the Western coastal region. This is justified based on:

- Torquay’s current and future levels of population.
- Its capacity to add significantly to the spread and diversity of facilities within the network and hierarchy.
- Its potential to support the local and regional economy, particularly in regard to employment and increased visitation.

The assessment results are provided in Table 8, with further discussion below.

Current and future population growth in Torquay and its designation in the Coastal Settlement Framework (VCS 2008) as a regional centre with high growth potential mean that Torquay is currently under significant pressure. This growth in Torquay and the nearby expansion of Geelong, combined with easier access for Melburnians to the Surf Coast, will have a significant impact on the area in the future.

The designation of Torquay in this Boating CAP as a location to provide a Regional level of service is subject to the requirement that any specific development proposal relating to existing or newly proposed facilities must meet the necessary environmental, economic and social regulatory requirements and involve extensive community consultation.

A previous analysis of these matters was undertaken in a 2007 Feasibility Study for the Great Ocean Road Coast Committee which explored a range of options to improve the existing Fishermans Beach boating facility. Key options considered were to maintain the existing level of service through an enhanced beach access ramp (Option 1) or to increase the level of service through provision of a large breakwater for safer launching and retrieval (Option 3). The Feasibility Study determined:

Based on the further investigations, along with feedback from stakeholders, the Steering Committee identified Option 1 – “Enhanced Beach Access” as their preferred option. Option 1 would replace the existing facility which is in poor condition with a new facility constructed using best practice. This option would potentially provide some improvement to the existing launch and retrieval conditions, have a relatively low impact on the environment and is the cheapest option.

Whilst Option 3 – “Large breakwater” was recognised as providing greater safety for launching and retrieving, there would be considerable impact on the environment and coastal processes and it would considerably change the beach for other users. It would be highly expensive and there is currently no regional framework (eg Boating Coastal Action Plan) that identifies Torquay or Fishermans Beach as the most appropriate location for major boating infrastructure of this type.

Further consideration of this issue will be progressed through the proposed investigation into the preliminary feasibility of safe harbour locations between Queenscliff and Apollo Bay (discussed further in section 6.1.3).
Potential effect on the diversity of boating opportunities in the precinct and the network

There is significant potential to increase the diversity of boating opportunities in the precinct and the network. All other locations in this precinct have been designated as a Local or Informal Boating Facility level of service, so there is a significant opportunity to provide a higher order level of service.

Provides one of only three opportunities to provide a Regional Boating Facility level of service along the Western coastal region (and one location, Port Fairy, is already substantially developed).

Potential effect on the level of service in the precinct

There is significant potential to increase the level of service. Torquay currently provides a Local Boating Facility level of service, which does not appear to be commensurate with the size of the local and regional catchment and potential demand. All other locations in the precinct are designated as a Local or Informal Boating Facility level of service.

Potential effect on the geographic spread and capacity within the network

There is significant potential to improve the spread and increase the capacity within the network.

There are currently no higher level of service facilities between Apollo Bay and Queenscliff.

Port Fairy provides a Regional level of service, but the existing facility is already very well developed with limited expansion potential, and constraints related to historic character and residential amenity.

Apollo Bay currently provides a District Boating Facility level of service and is completing the Apollo Bay Harbour Master Plan. Apollo Bay is around 90km west of Torquay.

Level of consistency with the accepted strategic planning policy for the coast

Torquay is not designated for this level of service in the VCS 2008, but is identified in the Coastal Settlement Framework (VCS 2008) as a regional centre with high growth potential (the same designation as Portland and Warrnambool which have been designated as State Marine Precincts).

Level of availability of sufficient and appropriate land and water space

Yet to be determined. An overall master plan is required.

Level of sustainability for a coastal foreshore location

Yet to be determined. An overall master plan and detailed environmental, economic and social assessments are required.

Table 8: Level of Service Assessment of the Torquay Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>TORQUAY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LEVEL OF SERVICE NETWORK</strong></td>
<td></td>
</tr>
<tr>
<td>Potential effect on the diversity of boating opportunities in the precinct and the network</td>
<td>There is significant potential to increase the diversity of boating opportunities in the precinct and the network. All other locations in this precinct have been designated as a Local or Informal Boating Facility level of service, so there is a significant opportunity to provide a higher order level of service. Provides one of only three opportunities to provide a Regional Boating Facility level of service along the Western coastal region (and one location, Port Fairy, is already substantially developed).</td>
</tr>
<tr>
<td>Potential effect on the level of service in the precinct</td>
<td>There is significant potential to increase the level of service. Torquay currently provides a Local Boating Facility level of service, which does not appear to be commensurate with the size of the local and regional catchment and potential demand. All other locations in the precinct are designated as a Local or Informal Boating Facility level of service.</td>
</tr>
<tr>
<td>Potential effect on the geographic spread and capacity within the network</td>
<td>There is significant potential to improve the spread and increase the capacity within the network. There are currently no higher level of service facilities between Apollo Bay and Queenscliff. Port Fairy provides a Regional level of service, but the existing facility is already very well developed with limited expansion potential, and constraints related to historic character and residential amenity. Apollo Bay currently provides a District Boating Facility level of service and is completing the Apollo Bay Harbour Master Plan. Apollo Bay is around 90km west of Torquay.</td>
</tr>
<tr>
<td>Level of consistency with the accepted strategic planning policy for the coast</td>
<td>Torquay is not designated for this level of service in the VCS 2008, but is identified in the Coastal Settlement Framework (VCS 2008) as a regional centre with high growth potential (the same designation as Portland and Warrnambool which have been designated as State Marine Precincts).</td>
</tr>
<tr>
<td>Level of availability of sufficient and appropriate land and water space</td>
<td>Yet to be determined. An overall master plan is required.</td>
</tr>
<tr>
<td>Level of sustainability for a coastal foreshore location</td>
<td>Yet to be determined. An overall master plan and detailed environmental, economic and social assessments are required.</td>
</tr>
</tbody>
</table>

Boat ramp replacement at Torquay, October 2010 (Fluidesign).
6.1 Surf Coast Boating Precinct

Table 8: Level of Service Assessment of the Torquay Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>TORQUAY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ENVIRONMENTAL</strong></td>
<td></td>
</tr>
<tr>
<td>Potential effect on significant environmental features</td>
<td>The location has specific environmental features and characteristics and there is the potential for adverse environmental effects. This will need to be considered in the preparation of an overall master plan and in the design and assessment of any specific development proposal.</td>
</tr>
<tr>
<td>Potential effect of construction and operation on the environment</td>
<td>As above, a specific development proposal will need to be designed to minimise and ameliorate potentially adverse environmental effects. Construction impacts should be able to be addressed by an appropriate Environmental Management Plan. Operational impacts are most likely to be associated with changes to coastal processes and will need to be addressed during design and assessment phases.</td>
</tr>
<tr>
<td>Potential effect of sea level rise on operational efficiency and safety</td>
<td>The assumptions in regard to predicted sea level rise are described in Section 1.7.2. There are no known locational factors that are likely to exacerbate the effect of sea level rise on a facility at Torquay. There is the opportunity to incorporate a response to sea level rise in the design of a specific development proposal.</td>
</tr>
<tr>
<td>Potential effect on coastal processes and conditions</td>
<td>There is the potential for a development proposal that includes new physical structures into the water which have adverse effects on coastal processes, particularly the transport of sand. This could pose concerns to the transport of sand to Fisherman’s Beach. This is a key issue to be addressed.</td>
</tr>
<tr>
<td>Level of requirement for initial and on-going dredging (compared to alternatives)</td>
<td>Yet to be determined. Any structure built into the water has the potential to intercept the long shore transport of sand, which can lead to siltation at the entrance and the resultant need for maintenance dredging.</td>
</tr>
<tr>
<td>Level of availability of car parking and potential environmental, amenity and community effects</td>
<td>Yet to be determined. An overall master plan is required. There is the potential to keep high activity areas away from adjacent residential areas. Potentially adverse environmental effects and effects on other beach user groups will need to be assessed carefully.</td>
</tr>
</tbody>
</table>

Boat ramp at Anglesea Caravan Park (Great Ocean Road Coast Committee).
There is significant potential to provide a considerable net community benefit in the design of a specific development proposal. The benefits could be achieved for a range of user groups, including boaters and there is the potential for economic benefits to flow on to local and regional businesses. There is also the potential for adverse impacts on existing user groups, including swimmers and surfers who may experience altered coastal conditions and those who use the beach and foreshore for passive recreation, whose access and quiet enjoyment may be compromised.

There is the potential to have a positive effect on public access and amenity, but this will need to be addressed in a specific development proposal, particularly in regard to any private enterprise components of that development. As noted above, there is the potential for there to be adverse effects on public access and amenity.

There is the possibility of minimising potential effects on surrounding land users.

There is considerable opportunity to create synergy with local businesses and to provide enhanced employment, tourism and visitor expenditure outcomes for Torquay and the surrounding region. On the other hand, the current location is separated from the main commercial and business centre of Torquay, so direct physical integration is not possible. To some extent the facility would stand on its own.

There appears to be a general consensus that an upgrade of existing facilities is required. Improved safety has the potential to lead to increased visitation and usage. There is an opportunity to provide a wider range of facilities that would add to boater safety along the Western Victorian coastline.

An overall master plan is required to address the integration of a number of different components, integration with adjacent land uses and transport and integration with existing user groups.

There is significant potential to provide for improved and increased operational efficiency, particularly through improved safety levels and increased operational capacity for boaters.

Unknown at this time, but an issue that will need to be addressed during the preparation of an overall master plan and the design and assessment of a specific development proposal.
6.1 Surf Coast Boating Precinct

**Table 8: Level of Service Assessment of the Torquay Boating Facility**

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>TORQUAY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ECONOMIC AND FINANCIAL</strong></td>
<td></td>
</tr>
</tbody>
</table>
If there is increased boating activity along the Western coastal region as a result of the implementation of the regional network and boating hierarchy outlined in this Boating CAP (and documented through demand data), it is expected that a safe harbour will be required between Queenscliff and Apollo Bay. It is therefore considered that there is a clear strategic need for a safe harbour to be considered between Queenscliff and Apollo Bay.

It is however premature to identify the specific location or nature of this safe harbour. The level of detail needed to make recommendations in regard to the location and form of a safe harbour along this section of the coastline, or elsewhere in the Western coastal region, is currently both unavailable and beyond the scope of this CAP.

It is however extremely challenging to identify a suitable location for the provision of a safe harbour in the Surf Coast, given the harsh natural environment, and the high environmental, economic and social values of the coast and the unsuitability of the majority of existing boating facilities for significant upgrade.

The prevailing weather and sea conditions will also ultimately determine the identification of existing physical features or potential locations for the development of any safe harbour and detailed design of any protective infrastructure if required.

An investigation is required to establish the preliminary feasibility of potential locations between Queenscliff and Apollo Bay for the identification or development of locations for safe harbours.

6.1.3 KEY ISSUES

The two key issues for the Surf Coast Boating Precinct are:

• The need for higher levels of level of service in the precinct to accommodate the expected increase in residential population and tourism which is likely to exacerbate the existing high boating demand in this area.

• The lack of sheltered water for boat launching and retrieval in the precinct. There is no safe boating harbour between Queenscliff and Apollo Bay and the majority of existing locations and facilities are generally unsuitable for significant upgrade.

These two key issues are connected as higher levels of service can be provided through the provision of safe harbours. However, two critical questions for the provision of sheltered water which need to be addressed are:

1. Does there need to be a safe harbour between Queenscliff and Apollo Bay?

2. If yes, where should it be located?

There is a strategic planning priority to increase the levels of service and/or for the potential provision of safe harbours as defined in the regional boating hierarchy. This is particularly relevant as coastal populations, seasonal visitation and levels of boating activity and demand continue to grow. These growth pressures are likely to lead to higher levels of boating activity, particularly in the Surf Coast Boating Precinct given current growth rates and its proximity to Geelong, Ballarat and Melbourne.

As coastal population, visitation and boating usage increase it is imperative that the safety of boating continues to be a primary consideration. The potential provision of safe harbours is a primary mechanism in the meeting of this objective given the role they place in safe launching and retrieval.

b) Anglesea

Existing facilities in Anglesea are unsuitable for major upgrades. The ramp at Point Roadknight in Anglesea provides a safe access point along with significant trailer parking. Maintenance improvements should be considered. The ramp associated with the Anglesea Caravan Park is not available for public open water access. Improvements to the ramp and the maintenance of public access are issues that warrant further consideration.

c) Lorne

Existing facilities in Lorne are unsuitable for major upgrades. Point Grey is the main functional launching ramp at Lorne. Proposals to make it safer for launching and retrieval and to protect against on-going erosion are worthy of further consideration.

Boat retrieval at Torquay (Boating Safety Facilities Program).
**Surf Coast Boating Precinct Recommendations**

### 6.1.4 RECOMMENDED BOATING FACILITIES HIERARCHY

This Boating CAP recommends that future levels of service in the Surf Coast Boating Precinct be provided by one Regional Boating Facility, three Local Boating Facilities and seven Informal Boating Facilities. There are no State Marine Precincts or District Boating Facilities.

Table 9 sets out the facilities within the Surf Coast Boating Precinct their current and the anticipated future service level within the network. The network is also presented in Figure 6.

#### Table 9: Recommended Future Level of Service in the Surf Coast Boating Precinct

<table>
<thead>
<tr>
<th>NO.</th>
<th>FACILITY NAME</th>
<th>FACILITY TYPE</th>
<th>CURRENT SERVICE LEVEL</th>
<th>FUTURE SERVICE LEVEL</th>
<th>LAND MANAGER</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>Torquay Sailing Club</td>
<td>Beach Access Track</td>
<td>Informal</td>
<td>Informal</td>
<td>GORCC</td>
<td>Maintain public access for sailing (non-motorised) use only.</td>
</tr>
<tr>
<td>1B</td>
<td>Fishermans Beach Torquay</td>
<td>Boat ramp</td>
<td>Local</td>
<td>Regional</td>
<td>GORCC</td>
<td>Boat ramp to be replaced in 2010. Ongoing improvements to increase the service level are supported.</td>
</tr>
<tr>
<td>1C</td>
<td>Anglesea Landing</td>
<td>Landing</td>
<td>Informal</td>
<td>Informal</td>
<td>GORCC</td>
<td>Canoe launching only.</td>
</tr>
<tr>
<td>1D</td>
<td>Anglesea Caravan Park</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>GORCC</td>
<td>Restricted public access as it is located within the lease boundary of the caravan park.</td>
</tr>
<tr>
<td>1E</td>
<td>Point Roadknight, Anglesea</td>
<td>Boat ramp</td>
<td>Local</td>
<td>Local</td>
<td>GORCC</td>
<td>Upgrades to ramp as required and ongoing maintenance.</td>
</tr>
<tr>
<td>1F</td>
<td>Urquhart Bluff</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Parks Victoria</td>
<td>Predominantly used by jet ski’s. No upgrades recommended.</td>
</tr>
<tr>
<td>1G</td>
<td>Painkalac Creek</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Surf Coast Shire</td>
<td>Primarily a canoe launching place.</td>
</tr>
<tr>
<td>1H</td>
<td>Spout Creek</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>GORCC</td>
<td>Longer term access to this ramp may be impacted by climate change.</td>
</tr>
<tr>
<td>1I</td>
<td>Lorne Boat Ramp</td>
<td>Boat ramp</td>
<td>Local</td>
<td>Local</td>
<td>GORCC</td>
<td>Used for emergencies and events only.</td>
</tr>
<tr>
<td>1J</td>
<td>Grove Road Lorne</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>GORCC</td>
<td>Not used for launching and retrieval.</td>
</tr>
<tr>
<td>1K</td>
<td>Point Grey, Lorne</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Local</td>
<td>GORCC</td>
<td>Options for improving the facility at Point Grey are worthy of further consideration.</td>
</tr>
</tbody>
</table>

NB: GORCC = Great Ocean Road Coast Committee
Figure 6: Network and facilities in the Surf Coast Boating Precinct

Looking west from Aireys Inlet (Department of Sustainability and Environment).
6.2 Colac Otway Boating Precinct

6.2.1 OVERVIEW
The Colac Otway precinct is contained within the boundaries of the Colac Otway Shire. It extends from Mount Defiance, just south of Lorne, almost to Princetown and contains significant tracts of National Park, which meet the open ocean at certain points.

While the community generally appears satisfied with the boating facilities, there is opportunity for upgrade of supplementary boating facilities outside Apollo Bay in the Colac Otway Boating Precinct, including the existing river access. An expected increase in tourist numbers is likely to lead to increased pressure to further upgrade other facilities.

6.2.2 EXISTING FACILITIES
The precinct is centred around Apollo Bay which contains a significant working port, which is the only safe boating harbour between Queenscliff and Warrnambool. The facilities at Apollo Bay are complemented by a boat ramp at Aire River on Hordern Vale Road and three informal beach access points at Wye River, Kennett River and Skenes Creek.

a) Apollo Bay
The Assessment Criteria outlined in Section 5 have been used to recommend the designation of Apollo Bay as a location to provide a Regional level of service under the new boating hierarchy for the Western coastal region. This is justified based on:

- The capacity for Apollo Bay to add significantly to the spread and diversity of facilities within the network and hierarchy.
- Its consistency with strategic planning policy.
- Its capacity to add considerably to the public good and public amenity and safety.
- Its potential to support the local and regional economy, particularly in regard to employment and increased visitation.

The assessment results are provided in Table 10, with further discussion below.

The boating facilities at Apollo Bay are generally in excellent condition as a result of a $1.6m upgrade of the marina which is now completed. The project involved the replacement of the 30 year old fixed timber marina with a new facility that will cater for boats up to 18m in length. The new marina will provide a safer boating environment and accommodate the increase in demand for berths in Apollo Bay, as well as offering better facilities for both recreational boaters and the existing commercial fleet. It is understood that berths are allocated to give priority to commercial operators before recreational boaters and therefore the waiting list consists primarily of recreational boat users. While the car parking area is not yet formalised, the reconstruction of the boat ramp is almost complete.

Access to Apollo Bay Harbour is dependent upon regular dredging and it is likely that the dredge will need to be replaced in the next few years. Notwithstanding the harbour upgrade, it is considered there is still capacity for further improvement and expansion of boating facilities which will transpire with the implementation of the Apollo Bay Harbour Master Plan. The Master Plan envisages new pathways, access road and additional parking around the harbour precinct which will supplement the new marina.

In the event that the Apollo Bay Harbour Master Plan does not proceed, other upgrade measures should be considered, including extending the car park over the reclaimed land and sealing and line marking both car parks. The club house facility could also be upgraded giving consideration to the requirements of the Apollo Bay Sailing Club and the Apollo Bay Fishing Group that promote access and affordability and there could be a further incremental increase to moorings adjacent to existing breakwater.

The Apollo Bay Harbour is identified as a Regional facility.

Apollo Bay Harbour supports a range of boating uses (Jon Barter, Colac Otway Shire Council).
There is significant potential to increase the diversity of boating opportunities in the precinct and the network. All other locations in this precinct have been designated as an Informal Boating Facility level of service, so there is a significant opportunity to provide a higher order level of service.

Provides one of only three opportunities to provide a Regional Boating Facility level of service along the Western coastal region (and one location, Port Fairy, is already substantially developed).

There is significant potential to increase the level of service. Currently provides a District Boating Facility level of service, which does not appear to be commensurate with the size of the local and regional catchment and potential demand. All other locations in the precinct are designated as an Informal Boating Facility level of service.

There is significant potential to improve the spread and increase the capacity within the network.

There are currently no higher level of service facilities between Apollo Bay and Queenscliff. Port Fairy provides a Regional level of service, but the existing facility is already very well developed with limited expansion potential, and constraints related to historic character and residential amenity. Torquay has been designated as providing a Regional level of service and currently provides a Local level of service.

Apollo Bay is designated for this level of service in the VCS 2008.

This does not appear to be a constraint. The Apollo Bay Harbour Master Plan has been prepared and adopted. The implementation of the plan would provide a major upgrade of the existing facilities within the Apollo Bay Harbour, including the creation of a new recreational and commercial marina.

There are already substantial public and commercial facilities within the Apollo Bay Harbour. The Apollo Bay Harbour Master Plan provides for the rationalisation of existing facilities and the provision of new and upgraded facilities, on land and water. The implementation of the plan will provide a sustainable platform for ongoing use and development of the Apollo Bay harbour and foreshore.

**Table 10: Level of Service Assessment of the Apollo Bay Boating Facility**

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>APOLLO BAY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LEVEL OF SERVICE NETWORK</strong></td>
<td></td>
</tr>
<tr>
<td>Potential effect on the diversity of boating opportunities in the precinct and the network</td>
<td>There is significant potential to increase the diversity of boating opportunities in the precinct and the network. All other locations in this precinct have been designated as an Informal Boating Facility level of service, so there is a significant opportunity to provide a higher order level of service. Provides one of only three opportunities to provide a Regional Boating Facility level of service along the Western coastal region (and one location, Port Fairy, is already substantially developed).</td>
</tr>
<tr>
<td>Potential effect on the level of service in the precinct</td>
<td>There is significant potential to increase the level of service. Currently provides a District Boating Facility level of service, which does not appear to be commensurate with the size of the local and regional catchment and potential demand. All other locations in the precinct are designated as an Informal Boating Facility level of service.</td>
</tr>
<tr>
<td>Potential effect on the geographic spread and capacity within the network</td>
<td>There is significant potential to improve the spread and increase the capacity within the network. There are currently no higher level of service facilities between Apollo Bay and Queenscliff. Port Fairy provides a Regional level of service, but the existing facility is already very well developed with limited expansion potential, and constraints related to historic character and residential amenity. Torquay has been designated as providing a Regional level of service and currently provides a Local level of service.</td>
</tr>
<tr>
<td>Level of consistency with the accepted strategic planning policy for the coast</td>
<td>Apollo Bay is designated for this level of service in the VCS 2008.</td>
</tr>
<tr>
<td>Level of availability of sufficient and appropriate land and water space</td>
<td>This does not appear to be a constraint. The Apollo Bay Harbour Master Plan has been prepared and adopted. The implementation of the plan would provide a major upgrade of the existing facilities within the Apollo Bay Harbour, including the creation of a new recreational and commercial marina.</td>
</tr>
<tr>
<td>Level of sustainability for a coastal foreshore location</td>
<td>There are already substantial public and commercial facilities within the Apollo Bay Harbour. The Apollo Bay Harbour Master Plan provides for the rationalisation of existing facilities and the provision of new and upgraded facilities, on land and water. The implementation of the plan will provide a sustainable platform for ongoing use and development of the Apollo Bay harbour and foreshore.</td>
</tr>
</tbody>
</table>
6.2 Colac Otway Boating Precinct

Table 10: Level of Service Assessment of the Apollo Bay Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>APOLLO BAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental</td>
<td>There are already substantial structures on land and in the water at the Apollo Bay Harbour, which have modified environmental conditions. A more detailed assessment of potentially adverse environmental effects will need to be made as part of the ongoing implementation and assessment of the Apollo Bay Harbour Master Plan.</td>
</tr>
<tr>
<td>Potential effect of construction and operation on the environment</td>
<td>As above, further work will be required to ensure that any potentially adverse environmental effects are minimised and ameliorated. Construction impacts should be able to be addressed by an appropriate Environmental Management Plan. Operational impacts are most likely to be associated with changes to coastal processes and water quality and will need to be addressed during further assessment phases.</td>
</tr>
<tr>
<td>Potential effect of sea level rise on operational efficiency and safety</td>
<td>The assumptions in regard to predicted sea level rise are described in Section 1.7.2. There are no known locational factors that are likely to exacerbate the effect of sea level rise on a facility at Apollo Bay. There is the opportunity to incorporate a response to sea level rise in the design of a specific development proposal.</td>
</tr>
<tr>
<td>Potential effect on coastal processes and conditions</td>
<td>There are already substantial structures in the water at the Apollo Bay Harbour, which have modified environmental conditions, including coastal processes. The potential to further affect coastal processes, including the transport of sand, requires further assessment.</td>
</tr>
<tr>
<td>Level of requirement for initial and on-going dredging (compared to alternatives)</td>
<td>Some dredging is currently required. The need for ongoing dredging is yet to be determined, but will need to be considered, particularly in association with any impacts on the transport of sand.</td>
</tr>
<tr>
<td>Level of availability of car parking and potential environmental, amenity and community effects</td>
<td>The existing waterfront is adjacent to, but separated from the commercial and business centre of Apollo Bay. The Apollo Bay Harbour Master Plan provides the basis for future development that minimises and ameliorates potential environmental, amenity and community effects. There has been extensive community consultation during the preparation of this plan.</td>
</tr>
</tbody>
</table>
Potential effect on public good
There is significant potential to provide a considerable net community benefit through the implementation of the Apollo Bay Harbour Master Plan. The benefits could be achieved for a range of user groups, including boaters. There is also the potential for economic benefits to flow on to local and regional businesses.

Potential effect on public access and amenity
There is the potential to have a positive effect on public access and amenity.

Potential effect on surrounding land users (compared to alternatives)
There is the potential to minimise potential effects on surrounding land users. The current facility is well positioned away from residential areas and there is the opportunity to integrate beneficially with the adjacent Apollo Bay commercial and business centre.
There is a need to continue to plan and provide for the multiple users of the harbour, including commercial fishing boats, as well as recreational boating and fishing.

Potential ability to integrate with the local community
There is considerable opportunity to create an overall synergy with local businesses and to provide enhanced employment, tourism and visitor expenditure outcomes for Apollo Bay and the surrounding region.

Potential effect on boater safety
There is significant potential to increase boater safety and to provide for the multiple users of the harbour and the foreshore.
The new marina will provide a safer boating environment and accommodate the increase in demand for berths in Apollo Bay, as well as offering better facilities for both recreational boaters and the existing fleet.

Potential ability to integrate recreational and commercial facilities
As noted above, there is a significant opportunity to integrate recreational and commercial facilities and add to the considerable improvements that have already been made to the foreshore and adjacent commercial and business centre.

Potential effect on operational efficiency for users, including queuing times
There is significant potential to provide for improved and increased operational efficiency, particularly through improved safety levels, sealed and marked car parking areas and increased operational capacity for boaters.

Potential effect on Indigenous and non-Indigenous cultural heritage
Unknown at this time, but an issue that will need to be addressed during the further assessment of the Apollo Bay Harbour Master Plan and the design and assessment of a specific development proposal.

Table 10: Level of Service Assessment of the Apollo Bay Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>APOLLO BAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOCIAL AND CULTURAL</td>
<td></td>
</tr>
<tr>
<td>Potential effect on public good</td>
<td>There is significant potential to provide a considerable net community benefit through the implementation of the Apollo Bay Harbour Master Plan. The benefits could be achieved for a range of user groups, including boaters. There is also the potential for economic benefits to flow on to local and regional businesses.</td>
</tr>
<tr>
<td>Potential effect on public access and amenity</td>
<td>There is the potential to have a positive effect on public access and amenity.</td>
</tr>
<tr>
<td>Potential effect on surrounding land users (compared to alternatives)</td>
<td>There is the potential to minimise potential effects on surrounding land users. The current facility is well positioned away from residential areas and there is the opportunity to integrate beneficially with the adjacent Apollo Bay commercial and business centre. There is a need to continue to plan and provide for the multiple users of the harbour, including commercial fishing boats, as well as recreational boating and fishing.</td>
</tr>
<tr>
<td>Potential ability to integrate with the local community</td>
<td>There is considerable opportunity to create an overall synergy with local businesses and to provide enhanced employment, tourism and visitor expenditure outcomes for Apollo Bay and the surrounding region.</td>
</tr>
<tr>
<td>Potential effect on boater safety</td>
<td>There is significant potential to increase boater safety and to provide for the multiple users of the harbour and the foreshore. The new marina will provide a safer boating environment and accommodate the increase in demand for berths in Apollo Bay, as well as offering better facilities for both recreational boaters and the existing fleet.</td>
</tr>
<tr>
<td>Potential ability to integrate recreational and commercial facilities</td>
<td>As noted above, there is a significant opportunity to integrate recreational and commercial facilities and add to the considerable improvements that have already been made to the foreshore and adjacent commercial and business centre.</td>
</tr>
<tr>
<td>Potential effect on operational efficiency for users, including queuing times</td>
<td>There is significant potential to provide for improved and increased operational efficiency, particularly through improved safety levels, sealed and marked car parking areas and increased operational capacity for boaters.</td>
</tr>
<tr>
<td>Potential effect on Indigenous and non-Indigenous cultural heritage</td>
<td>Unknown at this time, but an issue that will need to be addressed during the further assessment of the Apollo Bay Harbour Master Plan and the design and assessment of a specific development proposal.</td>
</tr>
</tbody>
</table>
6.2 Colac Otway Boating Precinct

### Table 10: Level of Service Assessment of the Apollo Bay Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>APOLLO BAY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ECONOMIC AND FINANCIAL</strong></td>
<td><strong>ECONOMIC AND FINANCIAL</strong></td>
</tr>
<tr>
<td>Location in relation to current and future population numbers</td>
<td>Apollo Bay is a relatively small existing coastal settlement, but is identified in the Coastal Settlement Framework (VCS 2008) as having moderate growth capacity.</td>
</tr>
<tr>
<td>Location in relation to areas of high levels of visitation</td>
<td>Apollo Bay is known for its beaches and is a popular weekend destination for visitors from Melbourne and Geelong, particularly during the summer season. The town also services the inland centres of Colac and Ballarat.</td>
</tr>
<tr>
<td>Potential level of support to the local and regional economy (particularly in regard to employment and visitation)</td>
<td>There is significant potential for improved boating facilities to attract increased visitation to Apollo Bay, either for boating activities or because of the additional waterfront facilities it would provide for non-boaters. Increased visitation has the potential to generate increased expenditure in local businesses and create additional employment.</td>
</tr>
<tr>
<td>Potential level of response to un-serviced demand</td>
<td>Improved boating facilities have the potential to attract boaters who have decided either not to go boating or to go boating in another location. There is also the potential for an improved network of facilities to increase the overall demand, rather than redistributing existing demand.</td>
</tr>
<tr>
<td>Potential levels of public expenditure</td>
<td>The Colac Otway Shire has invested significantly in waterfront improvements and the existing boating facilities and it is recognised that there will be a role for ongoing public investment, particularly in the further assessment of the Apollo Bay Harbour Master Plan and in the funding of some of the public components of the development. This Boating CAP will enable coordination of public and private funding opportunities, but there will be an ongoing role for local and State Government investment.</td>
</tr>
<tr>
<td>Potential levels of private investment</td>
<td>It is recognized that a level of service of this order is only likely to eventuate with considerable levels of private investment, particularly in the delivery phase of a specific development proposal. There is significant potential for high levels of private investment.</td>
</tr>
<tr>
<td>Potential levels of annual public operating costs</td>
<td>The extent of public funding of ongoing operating and maintenance costs will need to be resolved. The extent of this funding will be linked to the proportion of public and private funding in the delivery of the development. There is significant potential to negotiate high levels of private funding of ongoing operating and maintenance costs.</td>
</tr>
</tbody>
</table>
c) Wye River, Skenes Creek and Kennett River

Apart from the Apollo Bay Harbour, there are few other boating facilities in the Colac Otway Boating Precinct. The informal access points at Wye River, Skenes Creek and Kennett River simply comprise a ramp for beach access and would generally only be functional with the use of a 4WD. These access points are dangerous, particularly in rough weather. There was an informal beach access point on the eastern side of Apollo Bay that has recently been closed.

d) Aire River

The only formal river access in the Colac Otway precinct is Aire River on Hordon Vale Road. This facility is in poor condition and comprises two ramps on either side of the bridge which are suitable for small boats only, and an informal access point that doesn’t have a ramp on the west side of the river.

Apollo Bay Harbour (Colac Otway Shire).
6.2.3 RECOMMENDED BOATING FACILITIES HIERARCHY

This Boating CAP recommends that future levels of service in the Colac Otway Boating Precinct be provided by one Regional Boating Facility and four Informal Boating Facilities. There are no State Marine Precincts, District Boating Facilities or Local Boating Facilities.

Table 11 sets out the facilities within the Colac Otway Boating Precinct, their current and the anticipated future service level within the network. The network is also presented in Figure 7.

Table 11: Recommended Future Level of Service in the Colac Otway Boating Precinct

<table>
<thead>
<tr>
<th>NO.</th>
<th>FACILITY NAME</th>
<th>FACILITY TYPE</th>
<th>CURRENT SERVICE LEVEL</th>
<th>FUTURE SERVICE LEVEL</th>
<th>LAND MANAGER</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2A</td>
<td>Wye River</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Otway Coast Committee of Management</td>
<td>Beach access only.</td>
</tr>
<tr>
<td>2B</td>
<td>Kennett River</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Otway Coast Committee of Management</td>
<td>Beach access only.</td>
</tr>
<tr>
<td>2C</td>
<td>Skenes Creek</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Otway Coast Committee of Management</td>
<td>Beach access only.</td>
</tr>
<tr>
<td>2D</td>
<td>Apollo Bay</td>
<td>Multi-purpose</td>
<td>District</td>
<td>Regional</td>
<td>Colac Otway Shire</td>
<td>Implement Apollo Bay Harbour Master Plan.</td>
</tr>
<tr>
<td>2E</td>
<td>Aire River, Hordern Vale Road</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Parks Victoria</td>
<td>Minimal ongoing maintenance.</td>
</tr>
</tbody>
</table>
Figure 7: Network and facilities in the Colac Otway Boating Precinct

Apollo Bay (Photo by Colac Otway Shire).
6.3 Corangamite Boating Precinct

6.3.1 OVERVIEW
The Corangamite Boating Precinct is contained within the boundaries of the Corangamite Shire. This part of the western coastline of Victoria is characterised by spectacular limestone cliffs around Port Campbell coupled with the dangerous natural character of the Southern Ocean. The main coastal towns include Princetown and Port Campbell. Both towns are small in terms of their population and are not expected to increase in size over the coming years. Port Campbell in particular, however, experiences a significant seasonal variation in terms of its population with numerous visitors attracted to the area due to its scenic location on the Great Ocean Road and dramatic rock formations including the Twelve Apostles.

It is expected that tourism to the area will continue to increase, though it is considered unlikely that this will lead to increased boating demand in the precinct from visitors due to open water conditions that necessitate familiarity and local knowledge. Given the dangerous natural character of this section of coastline, safety must be a paramount consideration in regard to the provision of any additional boating facility.

6.3.2 EXISTING FACILITIES
The existing boating facilities in the Corangamite Boating Precinct comprise a small local port at Port Campbell and a sand ramp in front of the Port Campbell Surf Life Saving Club, as well as a ramp onto the river in Princetown.

a) Port Campbell
The jetty at Port Campbell has recently been rebuilt. The Port Campbell Boat Club administers the key to access the crane for launching and retrieval and the key is changed every three years to ensure only current financial members gain access.

While the crane is operationally efficient, it generally only caters for recreational and a small number of commercial boats (five at present). It has a capacity of approximately 3 to 3.5 tonnes. This is an issue because wave conditions are often too severe for smaller boats, and it is only larger boats that can successfully enter/exit the water.

The environmental conditions at Port Campbell make it difficult for the provision of new facilities in this area and to a certain degree this lack of easily accessible boating facilities prevents access to the open water by those who are unfamiliar with the local conditions. This serves as an unofficial “barrier” to increasing the amount of boating activity undertaken in the precinct and most likely contributes to improving boater safety.

Further consideration should be given to a better separation of boaters and pedestrians on the crane jetty and vehicle ramp, additional fishing platforms and a fish cleaning table. Parks Victoria and the Boat Club have recently introduced beepers for reversing trailers which improves safety along the vehicle access ramp. Better delineation of car and trailer parking is required and additional spaces are needed to service regular fishing competitions and holiday times. There is a need to improve signage within the trailer parking area and ensure all signs are not obscured by tree branches.

Port Campbell SLSC has a rigid inflatable boat for inshore rescue purposes. This service comprises part of the emergency response service at Port Campbell. Launching is done using the crane system from the jetty.

b) Princetown
There is an informal boat ramp providing access to the estuary at Princetown, however the ramp is in poor condition and requires upgrading.

6.3.3 RECOMMENDED BOATING FACILITIES HIERARCHY
This Boating CAP recommends that future levels of service in the Corangamite Boating Precinct be provided by two Local Boating Facilities and one Informal Boating Facility. There are no State Marine Precincts, Regional or District Boating Facilities.

Table 12 sets out the facilities within the Corangamite Boating Precinct, their current and the anticipated future service level within the network. The network is also presented in Figure 8.
Table 12: Recommended Future Level of Service in the Corangamite Boating Precinct

<table>
<thead>
<tr>
<th>NO.</th>
<th>FACILITY NAME</th>
<th>FACILITY TYPE</th>
<th>CURRENT SERVICE LEVEL</th>
<th>FUTURE SERVICE LEVEL</th>
<th>LAND MANAGER</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3A</td>
<td>Princetown</td>
<td>Boat ramp</td>
<td>Informal</td>
<td>Local</td>
<td>Parks Victoria</td>
<td>Estuary access. Upgrades to ramp as required and ongoing maintenance. Not appropriate to provide public toilets.</td>
</tr>
<tr>
<td>3B</td>
<td>Port Campbell</td>
<td>Jetty/Wharf</td>
<td>Local</td>
<td>Local</td>
<td>Parks Victoria</td>
<td>Public access available to commercial vessels and suitably qualified local boat users. Better separation of boaters and pedestrians on the vehicle ramp and crane jetty is required to improve safety.</td>
</tr>
<tr>
<td>3C</td>
<td>Port Campbell SLSC</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Parks Victoria</td>
<td>Currently used only for emergency services access. Could potentially service non vehicle launches if well managed.</td>
</tr>
</tbody>
</table>
6.4 Moyne Boating Precinct

6.4.1 OVERVIEW

The Moyne Boating Precinct is contained within the Moyne Shire boundaries. The area is characterised by lower coastal plains with sand dunes dispersed by a number of rivers which create fresh water wetlands to the rear of the dunes. There is some linear residential development in Port Fairy, however development is generally scattered along the coast and largely associated with various agricultural pursuits.

6.4.2 EXISTING FACILITIES

Existing boating facilities are located at Port Fairy which caters for recreational boaters, a small fishing fleet and the annual refitting of fishing trawlers into squid boats. Moyne Shire currently manages the Port as the Committee of Management. The facilities at the Port include a boat ramp which appears to be in good condition and suitable in terms of its design and depth, numerous berths including a significant number of large and medium sized yacht berths, as well as a sizeable commercial fishery and marine repair facility.

a) Port Fairy

The Assessment Criteria outlined in Section 5 have been used to recommend the designation of Port Fairy as a location to provide a Regional level of service under the new boating hierarchy for the Western coastal region. Port Fairy is already substantially developed, has potential for a moderate expansion and ongoing improvements to existing facilities and justifies its designation as a current and future Regional level of service, based on:

- Its contribution to the spread and diversity of facilities within the network and hierarchy
- Its consistency with strategic planning policy
- Its current contribution to public good and amenity and its capacity to consolidate this contribution
- Its potential to continue to support the local and regional economy, particularly in regard to employment and increased visitation.

The strategic priority assigned to Port Fairy recognises that the facility is already substantially developed and that only a moderate expansion and ongoing improvements to existing facilities are possible.

The assessment results are provided in Table 13, with further discussion below.

The existing facilities at Port Fairy are well designed and maintained and are functional for both commercial and recreational boaters. The Port could be improved with the construction of more temporary berths, additional lighting and the construction of a return "L" on the jetty. Port Fairy has two slipways which meet all safety and environmental standards and are serving commercial vessels. While the existing car parking area is functional, it is informal and could be upgraded by being sealed and marked, though this may be inconsistent with the character of the area.

New marina berths which are well protected from the ocean are currently being re-constructed. Additional berths could be considered along the river towards Martins Point. The extension of facilities upstream of the pedestrian bridge is worthy of further consideration. Boat access onto open ocean is also available at Port Fairy Battery Lane, however this is also informal and has few facilities.
The existing facility has contributed to the diversity of boating facilities in the precinct and the network. A moderate expansion of the facility will further add to this contribution, in a popular and well used location. Provides one of only three opportunities for a Regional Boating Facility level of service along the Western coastal region.

Contributes to the overall higher order level of service in the precinct and complements the designation of a Regional Boating Facility level of service for Torquay and Apollo Bay. A moderate expansion and improvement of the facility will further add to this contribution.

Currently contributes to the geographic spread and capacity within the network. A moderate expansion and improvement will help to consolidate its position in the network and hierarchy.

Port Fairy is designated for this level of service in the VCS 2008.

There is additional area along the downstream banks of the Moyne River and possibly upstream of the pedestrian bridge. There are constraints to the provision of additional ramps and car parking. Issues relating to historic character and residential amenity will need to be addressed.

The existing facility is popular and well used and does not appear to have resulted in any recent adverse environmental effects at the immediate site. The training walls that facilitate access to the Moyne River have been shown to be the primary cause of sand loss to East Beach and resulting erosion.

Any potential expansion upstream of the pedestrian bridge would need to address issues relating to the depth of the river and water quality.

Further work will be required to ensure that any potentially adverse environmental effects associated with a moderate expansion are minimised and ameliorated. Construction impacts should be able to be addressed by an appropriate Environmental Management Plan. Operational impacts are most likely to be associated with changes to the river bed and water quality.

The assumptions in regard to predicted sea level rise are described in Section 1.7.2. There are no known locational factors that are likely to exacerbate the effect of sea level rise on the existing facility at Port Fairy.

There are already substantial structures in the water at Port Fairy, which have modified environmental conditions, including coastal processes. The moderate expansion and improvement of the existing facility would not involve any change to these existing structures.

No change to existing situation.

There are land availability constraints on the provision of additional car parking, though incremental increases are possible. Amenity and community effects will need to be considered.

### Table 13: Level of Service Assessment of the Port Fairy Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>PORT FAIRY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LEVEL OF SERVICE NETWORK</strong></td>
<td></td>
</tr>
<tr>
<td>Potential effect on the diversity of boating opportunities in the precinct and the network</td>
<td>The existing facility has contributed to the diversity of boating facilities in the precinct and the network. A moderate expansion of the facility will further add to this contribution, in a popular and well used location. Provides one of only three opportunities for a Regional Boating Facility level of service along the Western coastal region.</td>
</tr>
<tr>
<td>Potential effect on the level of service in the precinct</td>
<td>Contributes to the overall higher order level of service in the precinct and complements the designation of a Regional Boating Facility level of service for Torquay and Apollo Bay. A moderate expansion and improvement of the facility will further add to this contribution.</td>
</tr>
<tr>
<td>Potential effect on the geographic spread and capacity within the network</td>
<td>Currently contributes to the geographic spread and capacity within the network. A moderate expansion and improvement will help to consolidate its position in the network and hierarchy.</td>
</tr>
<tr>
<td>Level of consistency with the accepted strategic planning policy for the coast</td>
<td>Port Fairy is designated for this level of service in the VCS 2008.</td>
</tr>
<tr>
<td>Level of availability of sufficient and appropriate land and water space</td>
<td>There is additional area along the downstream banks of the Moyne River and possibly upstream of the pedestrian bridge. There are constraints to the provision of additional ramps and car parking. Issues relating to historic character and residential amenity will need to be addressed.</td>
</tr>
<tr>
<td>Level of sustainability for a coastal foreshore location</td>
<td>The existing facility is popular and well used and does not appear to have resulted in any recent adverse environmental effects at the immediate site. The training walls that facilitate access to the Moyne River have been shown to be the primary cause of sand loss to East Beach and resulting erosion.</td>
</tr>
<tr>
<td><strong>ENVIRONMENTAL</strong></td>
<td></td>
</tr>
<tr>
<td>Potential effect on significant environmental features</td>
<td>Any potential expansion upstream of the pedestrian bridge would need to address issues relating to the depth of the river and water quality.</td>
</tr>
<tr>
<td>Potential effect of construction and operation on the environment</td>
<td>Further work will be required to ensure that any potentially adverse environmental effects associated with a moderate expansion are minimised and ameliorated. Construction impacts should be able to be addressed by an appropriate Environmental Management Plan. Operational impacts are most likely to be associated with changes to the river bed and water quality.</td>
</tr>
<tr>
<td>Potential effect of sea level rise on operational efficiency and safety</td>
<td>The assumptions in regard to predicted sea level rise are described in Section 1.7.2. There are no known locational factors that are likely to exacerbate the effect of sea level rise on the existing facility at Port Fairy.</td>
</tr>
<tr>
<td>Potential effect on coastal processes and conditions</td>
<td>There are already substantial structures in the water at Port Fairy, which have modified environmental conditions, including coastal processes. The moderate expansion and improvement of the existing facility would not involve any change to these existing structures.</td>
</tr>
<tr>
<td>Level of requirement for initial and on-going dredging (compared to alternatives)</td>
<td>No change to existing situation.</td>
</tr>
<tr>
<td>Level of availability of car parking and potential environmental, amenity and community effects</td>
<td>There are land availability constraints on the provision of additional car parking, though incremental increases are possible. Amenity and community effects will need to be considered.</td>
</tr>
</tbody>
</table>
6.4 Moyne Boating Precinct

Table 13: Level of Service Assessment of the Port Fairy Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>PORT FAIRY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOCIAL AND CULTURAL</strong></td>
<td></td>
</tr>
<tr>
<td>Potential effect on public good</td>
<td>The existing facility has provided significant benefits for a broad range of user groups, including recreational boaters, commercial fishers and general tourists. It has also added to the town's attractiveness for visitors, with flow on benefits to local businesses. A moderate expansion, undertaken in a manner similar to the existing facilitate, will further enhance the contribution to public good.</td>
</tr>
<tr>
<td>Potential effect on public access and amenity</td>
<td>There is the potential to improve and enhance public access to boardwalks along the river banks. Potential effects on the amenity of park users and existing boaters will need to be considered.</td>
</tr>
<tr>
<td>Potential effect on surrounding land users (compared to alternatives)</td>
<td>Potential effects of a moderate expansion on the amenity of nearby residents will need to be considered.</td>
</tr>
<tr>
<td>Potential ability to integrate with the local community</td>
<td>There is considerable opportunity to build on the existing synergy with local businesses and to provide enhanced employment, tourism and visitor expenditure outcomes for Port Fairy.</td>
</tr>
<tr>
<td>Potential effect on boater safety</td>
<td>A moderate expansion would not increase the level of safety provided by the existing facility, but it would increase the number of boaters able to use the facility. Some improvements to the operation of the existing ramp may achieve some minor increases in the safety and efficiency of launch and retrieval activities.</td>
</tr>
<tr>
<td>Potential ability to integrate recreational and commercial facilities</td>
<td>A moderate expansion provides an opportunity to further integrate recreational and commercial facilities and add to the considerable improvements that have already been made to the foreshore and adjacent commercial and business centre.</td>
</tr>
<tr>
<td>Potential effect on operational efficiency for users, including queuing times</td>
<td>Some improvements to the operation of the existing ramp may achieve some minor increases in the safety and efficiency of launch and retrieval activities.</td>
</tr>
<tr>
<td>Potential effect on Indigenous and non-Indigenous cultural heritage</td>
<td>Unknown at this time, but an issue that will need to be addressed during the further assessment of any moderate expansion of the existing facility.</td>
</tr>
<tr>
<td><strong>ECONOMIC AND FINANCIAL</strong></td>
<td></td>
</tr>
<tr>
<td>Location in relation to current and future population numbers</td>
<td>Port Fairy is identified in the Coastal Settlement Framework as having moderate growth capacity.</td>
</tr>
<tr>
<td>Location in relation to areas of high levels of visitation</td>
<td>Port Fairy is known for its historic streetscapes, beaches, maritime history, the Moyne River and festivals and events. It is a popular weekend destination for Victorians, particularly during the peak summer season.</td>
</tr>
<tr>
<td>Potential level of support to the local and regional economy (particularly in regard to employment and visitation)</td>
<td>The Moyne River and associated facilities is one of the main attractions of Port Fairy, with flow on benefits to local businesses. A moderate expansion would help to consolidate this position.</td>
</tr>
<tr>
<td>Potential level of response to un-serviced demand</td>
<td>The facilities are popular and well used and provide for powered and non-powered boats. It is likely that there would be good demand for the provision of any additional permanent or temporary moorings.</td>
</tr>
<tr>
<td>Potential levels of public expenditure</td>
<td>The Moyne Shire has invested significantly in waterfront improvements and the existing boating facilities and it is recognised that there will be a role for ongoing public investment.</td>
</tr>
<tr>
<td>Potential levels of private investment</td>
<td>The potential role of private investment in a moderate expansion of the existing facility needs further assessment.</td>
</tr>
<tr>
<td>Potential levels of annual public operating costs</td>
<td>The extent of public funding of ongoing operating and maintenance costs will need to be considered by the Moyne Shire as part of its normal budgetary processes.</td>
</tr>
</tbody>
</table>
b) Killarney

In addition to the boating services at Port Fairy, there is also a boat ramp onto open ocean at Killarney. The ramp however, is in poor condition and is only suitable for 4WD’s. While an offshore reef provides the area with some protection, launching is from the beach and could be dangerous in rough weather. There is an informal parking area. A change in the level of service is not warranted.

c) Peterborough

There are two ramps in Peterborough: Peterborough Boat Bay and Peterborough Front Beach. The ramp at Boat Bay is protected by cliffs from most open sea directions and is in good condition. However, there is a steep descent to the access point which is only suitable for 4WD. The boating facility on the front beach comprises a short bitumen ramp onto sand with unmarked trailer parking. A change in the level of service is not warranted for Boat Bay though future proposals for an upgrade of the facility would be worthy of consideration.

d) Shaw River and Curdie Vale

Other river boat ramps include Shaw River at Yambuk as well as an access point at Curdie Vale. The boat ramp at Shaw River was recently improved through a grant from Marine Safety Victoria and the Shire of Moyne and the works are now completed. There is limited access to the open ocean from this boat ramp as the river mouth seldom opens. The boat ramp at Curdie Vale comprises a two lane concrete ramp with ancillary boating facilities which are in reasonable condition.
6.4.3 RECOMMENDED BOATING FACILITIES HIERARCHY

This Boating CAP recommends that future levels of service in the Moyne Boating Precinct be provided by one Regional Boating Facility, five Local Boating Facilities and one Informal Boating Facility. There are no State Marine Precincts or District Boating Facilities.

Table 14 sets out the facilities within the Moyne Boating Precinct, their current and the anticipated future service level within the network. The network is also presented in Figure 9.

Table 14: Recommended Future Level of Service for Moyne Facilities

<table>
<thead>
<tr>
<th>NO.</th>
<th>FACILITY NAME</th>
<th>FACILITY TYPE</th>
<th>CURRENT SERVICE LEVEL</th>
<th>FUTURE SERVICE LEVEL</th>
<th>LAND MANAGER</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>4A</td>
<td>Peterborough Front Beach</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Moyne Shire</td>
<td>Upgrades to ramp as required and ongoing maintenance.</td>
</tr>
<tr>
<td>4B</td>
<td>Curdie Vale Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Local</td>
<td>Moyne Shire</td>
<td>Recently upgraded with floating pontoons.</td>
</tr>
<tr>
<td>4C</td>
<td>Boating Bay Peterborough</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Parks Victoria</td>
<td>This facility is only accessible by 4WD vehicles and the boat ramp is very steep.</td>
</tr>
<tr>
<td>4D</td>
<td>Killarney Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Local</td>
<td>Parks Victoria</td>
<td>Beach access only.</td>
</tr>
<tr>
<td>4E</td>
<td>Port Fairy Battery Lane</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Moyne Shire</td>
<td>Dredging is required to maintain access in and out from the boat ramp. Add lighting to boat ramp. Continue minor investment to improve mooring facilities. Offers protection from open ocean swell. Changes and improvements to this facility should respect the historic nature of the township.</td>
</tr>
<tr>
<td>4F</td>
<td>Port Fairy</td>
<td>Multipurpose</td>
<td>Regional</td>
<td>Regional</td>
<td>Moyne Shire</td>
<td>Focus on improving level of service as required to meet the standard of a local facility.</td>
</tr>
<tr>
<td>4G</td>
<td>Shaw River, Yambuk</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Moyne Shire</td>
<td>Focus on improving level of service as required to meet the standard of a local facility.</td>
</tr>
</tbody>
</table>
Figure 9: Network and facilities in the Moyne Boating Precinct

Boats moored at Port Fairy (Margot Harrison).
6.5 Warrnambool Boating Precinct

6.5.1 OVERVIEW
The Warrnambool Boating Precinct is contained within the boundaries of the City of Warrnambool. Warrnambool is noteworthy for its harbour, river and historic boat sheds, whale viewing areas and the Mahogany Ship, and is the largest urban settlement within the Western coastal region. The township has grown significantly in the past decade to the point that it is now considered a “city”. It is anticipated that it will continue to grow at 1.8% per annum. Warrnambool is the main boating hub on this particular stretch of coastline though unfortunately, the area has seen little in the way of improved boating facilities and it lacks a safe and functional harbour that would normally be attributed to a coastal town of this size and status.

6.5.2 EXISTING FACILITIES
The existing boating facilities in the Warrnambool Boating Precinct comprise the Port of Warrnambool (Lady Bay), three boat ramps on the Hopkins River and two on the Merri River and Allansford.

a) Warrnambool
The Assessment Criteria outlined in Section 5 have been used to recommend the designation of Warrnambool as a location to provide a State Marine Precinct level of service under the new boating hierarchy for the Western coastal region. Warrnambool has justified its designation as providing a future State Marine Precinct level of service, particularly based on:

- Its current and future levels of population
- Its capacity to add significantly to the spread and diversity of facilities within the network and hierarchy
- Its consistency with strategic planning policy
- Its capacity to add considerably to the net public benefit and public amenity and safety
- Its potential to support the local and regional economy, particularly in regard to employment and increased visitation.

The assessment results are provided in Table 15, with further discussion below.

Warrnambool has a very long (400m) breakwater that gives partial protection to a large section of the harbour. The breakwater is listed on the Victorian Heritage Register. The harbour area currently comprises an upgraded boat ramp and 14 swing moorings. The breakwater is not long enough to protect the whole harbour and is poorly maintained. Furthermore, while the boat ramp has been upgraded, it appears to be poorly designed and is too short for boats of more than 6m in length. The surface conditions of the ramp are also slippery and unsafe. Recent completed dredging of the harbour was designed to refract wave energy away from the boat ramp to improve launching conditions.

There appears to be a general consensus among boat users that the conditions at the boat ramp are often dangerous (despite the recent works) and that a significant upgrade of facilities is required. Depending on the scale and design of the structures, a safe harbour would address this issue, subject to meeting the requirements set out in the pathway process in Section 8.3 including the consideration of environmental, social and economic impacts of any specific development proposal put forward. It would be relatively expensive to provide extensive berthing for recreational and commercial fishing boats but the demand warrants this. The issue is to manage this existing infrastructure without impacting the adjacent coastal dune system.

There are no boat ramps onto the open ocean, although swell conditions at Lady Bay in Warrnambool often mean that the existing breakwater does not offer sufficient protection for launching and retrieval activities at its boat ramp inside the harbour. Given the existing breakwater offers some protection to Lady Bay and an expected increase in population and tourism in Warrnambool, redevelopment to improve this facility would appear to be a sound investment, building on growth and tourism.

The recommendation to designate Warrnambool as a State Marine Precinct takes into account the fact that Warrnambool is the largest coastal city in the Western coastal region and has a sizeable regional population. Warrnambool is identified in the Coastal Settlement Framework (VCS 2008) as a regional centre with high growth capacity. It has an existing boat ramp and is continuing to invest in the upgrade and expansion of boating and waterfront facilities (see Figure 10). This designation is consistent with and confirms the level of service in the VCS 2008. The designation of Warrnambool in this Boating CAP as a State Marine Precinct is subject to the requirement that any specific development proposal must be able to meet the necessary environmental, economic and social assessment requirements and involve extensive community consultation.

Figure 10: Warrnambool State Marine Precinct Boundary
e) Hopkins River

In addition to the facilities in the harbour at Warrnambool, there are also three separate boating facilities on the Hopkins River. There is a small ramp (furthest downstream) at the Warrnambool and District Angling Club in Lyndoch alongside a small jetty which also benefits from a small floating marina. The other ramp is upstream of the Proudfoot’s Boathouse and also comprises a small ramp with jetty and a small car park, including parks for trailers. The third facility on Hopkins River is located on Mahoneys Road and comprises a small ramp with limited parking.

Changes are planned for Hopkins at Mahoneys Road and Hopkins at Proudfoot’s Boathouse to have their boat ramps upgraded and extended including jetty supporting structures.

f) Merri River and Allansford

There are two other boat ramps: one on Merri River at Dennington and one adjacent to the caravan park on Jubilee Park Road (Allansford and District Angling Club). Both provide basic facilities with informal parking.

Changes are planned for Allansford where the boat ramp is to be upgraded.

Table 15: Level of Service Assessment of the Warrnambool Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>WARNAMBOOL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LEVEL OF SERVICE NETWORK</strong></td>
<td></td>
</tr>
<tr>
<td>Potential effect on the diversity of boating opportunities in the precinct and the network</td>
<td>There is significant potential to increase the diversity of boating opportunities in the precinct and the network. All other locations in this precinct have been designated as a Local Boating Facility level of service, so there is a significant opportunity to provide a higher order level of service. Offers one of only two opportunities to provide a State Marine Precinct level of service along the Western coastal region.</td>
</tr>
<tr>
<td>Potential effect on the level of service in the precinct</td>
<td>There is significant potential to increase the level of service. Currently Warrnambool provides a District Boating Facility level of service, which does not appear to be commensurate with the size of the local and regional catchment and potential demand. All other locations within this Precinct are designated as a Local Boating Facility level of service.</td>
</tr>
<tr>
<td>Potential effect on the geographic spread and capacity within the network</td>
<td>There is significant potential to improve the spread and increase the capacity within the network. Port Fairy is geographically close and provides a Regional Boating Facility level of service, but the existing facility is already very well developed with limited expansion potential, and constraints related to historic character and residential amenity.</td>
</tr>
<tr>
<td>Level of consistency with the accepted strategic planning policy for the coast</td>
<td>The WVB CAP has endorsed the level of service designated for this location set out in the VCS 2008. The designation is also consistent with the identification of Warrnambool as a regional city with high growth capacity in the VCS 2008.</td>
</tr>
<tr>
<td>Level of availability of sufficient and appropriate land and water space</td>
<td>This does not appear to be a constraint. The Warrnambool waterfront provides an opportunity to separate recreational and residential uses and to integrate boating facilities with some recent foreshore and commercial developments.</td>
</tr>
<tr>
<td>Level of sustainability for a coastal foreshore location</td>
<td>Lady Bay provides for a range of existing coastal foreshore user groups and the beach may be susceptible to changes in coastal processes. The design of any specific development proposal will need to address the potential effects on coastal processes and consequential environmental impacts.</td>
</tr>
</tbody>
</table>
6.5 Warrnambool Boating Precinct

### Table 15: Level of Service Assessment of the Warrnambool Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>WARRNAMBOOL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ENVIRONMENTAL</strong></td>
<td></td>
</tr>
<tr>
<td>Potential effect on significant environmental features</td>
<td>There is an existing breakwater that has modified the conditions around the existing boat ramp. This breakwater could be incorporated into a specific development proposal. Lady Bay has specific environmental features and characteristics associated with the Merri Marine Sanctuary and there is the potential for adverse environmental effects. This will need to be considered in the design and assessment of any specific development proposal.</td>
</tr>
<tr>
<td>Potential effect of construction and operation on the environment</td>
<td>As above, a specific development proposal will need to be designed to minimise and ameliorate potentially adverse environmental effects. Construction impacts should be able to be addressed by an appropriate Environmental Management Plan. Operational impacts are most likely to be associated with changes to coastal processes and will need to be addressed during design and assessment phases.</td>
</tr>
<tr>
<td>Potential effect of sea level rise on operational efficiency and safety</td>
<td>The assumptions in regard to predicted sea level rise are described in Section 2.5. There are no known locational factors that are likely to exacerbate the effect of sea level rise on a facility at Warrnambool. There is the opportunity to incorporate a response to sea level rise in the design of a specific development proposal.</td>
</tr>
<tr>
<td>Potential effect on coastal processes and conditions</td>
<td>There is the potential for a development proposal that includes new physical structures into the water to have adverse effects on coastal processes, particularly the transport of sand. This could pose concerns to the transport of sand to Warrnambool’s main beach. This is a key issue to be addressed.</td>
</tr>
<tr>
<td>Level of requirement for initial and on-going dredging (compared to alternatives)</td>
<td>Some dredging is currently required. The need for ongoing dredging is yet to be determined, but will need to be considered, particularly in association with any impacts on the transport of sand.</td>
</tr>
<tr>
<td>Level of availability of car parking and potential environmental, amenity and community effects</td>
<td>The existing boat ramp and car park are separated from the main residential suburbs of Warrnambool which is beneficial. There have been some recent waterfront hotel developments adjacent to the existing ramp and there is the potential to integrate with this development. Any specific development proposal will need to integrate and protect the needs of other coastal foreshore users, but this should be seen as an opportunity rather than a constraint.</td>
</tr>
</tbody>
</table>
Potential effect on public good
There is significant potential to provide a considerable net community benefit in the design of a specific development proposal. The benefits could be achieved for a range of user groups, including boaters. There is also the potential for economic benefits to flow on to local and regional businesses.

Potential effect on public access and amenity
There is the potential to have a positive effect on public access and amenity, but this will need to be addressed in a specific development proposal, particularly in regard to any private enterprise components of that development.

Potential effect on surrounding land users (compared to alternatives)
There is the potential to minimise potential effects on surrounding land users. The current facility is well positioned away from residential suburbs and there is the opportunity to integrate beneficially with adjacent commercial developments.

Potential ability to integrate with the local community
As above. There is considerable opportunity to create synergy with local businesses and to provide enhanced employment, tourism and visitor expenditure outcomes for Warrnambool and the surrounding region.

Potential effect on boater safety
There is significant potential to increase boater safety. There appears to be a general consensus in the community that the conditions at the boat ramp are often dangerous and that a significant upgrade of existing facilities is required. The facility is often said to be bypassed in these circumstances. Improved safety has the potential to lead to increased visitation and usage.

Potential ability to integrate recreational and commercial facilities
As noted above, there is a significant opportunity to integrate recreational and commercial facilities and add to the considerable improvements that have been made to the Warrnambool foreshore.

Potential effect on operational efficiency for users, including queuing times
There is significant potential to provide for improved and increased operational efficiency, particularly through improved safety levels and increased operational capacity for boaters.

Potential effect on Indigenous and non-Indigenous cultural heritage
Unknown at this time, but an issue that will need to be addressed during the design and assessment of a specific development proposal.

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>WARRNAMBOOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential effect on public good</td>
<td>There is significant potential to provide a considerable net community benefit in the design of a specific development proposal. The benefits could be achieved for a range of user groups, including boaters. There is also the potential for economic benefits to flow on to local and regional businesses.</td>
</tr>
<tr>
<td>Potential effect on public access and amenity</td>
<td>There is the potential to have a positive effect on public access and amenity, but this will need to be addressed in a specific development proposal, particularly in regard to any private enterprise components of that development.</td>
</tr>
<tr>
<td>Potential effect on surrounding land users (compared to alternatives)</td>
<td>There is the potential to minimise potential effects on surrounding land users. The current facility is well positioned away from residential suburbs and there is the opportunity to integrate beneficially with adjacent commercial developments.</td>
</tr>
<tr>
<td>Potential ability to integrate with the local community</td>
<td>As above. There is considerable opportunity to create synergy with local businesses and to provide enhanced employment, tourism and visitor expenditure outcomes for Warrnambool and the surrounding region.</td>
</tr>
<tr>
<td>Potential effect on boater safety</td>
<td>There is significant potential to increase boater safety. There appears to be a general consensus in the community that the conditions at the boat ramp are often dangerous and that a significant upgrade of existing facilities is required. The facility is often said to be bypassed in these circumstances. Improved safety has the potential to lead to increased visitation and usage. There is an opportunity to provide a wider range of facilities that would add to boater safety along the Western Victorian coastline</td>
</tr>
<tr>
<td>Potential ability to integrate recreational and commercial facilities</td>
<td>As noted above, there is a significant opportunity to integrate recreational and commercial facilities and add to the considerable improvements that have been made to the Warrnambool foreshore.</td>
</tr>
<tr>
<td>Potential effect on operational efficiency for users, including queuing times</td>
<td>There is significant potential to provide for improved and increased operational efficiency, particularly through improved safety levels and increased operational capacity for boaters.</td>
</tr>
<tr>
<td>Potential effect on Indigenous and non-Indigenous cultural heritage</td>
<td>Unknown at this time, but an issue that will need to be addressed during the design and assessment of a specific development proposal.</td>
</tr>
</tbody>
</table>
6.5 Warrnambool Boating Precinct

Table 15: Level of Service Assessment of the Warrnambool Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>WARRNAMBOOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>ECONOMIC AND FINANCIAL</td>
<td></td>
</tr>
<tr>
<td>Location in relation to current and future population numbers</td>
<td>Warrnambool is Victoria’s largest coastal city, has a large regional catchment population, is growing at around 1.8% per annum and is identified in the Coastal Settlement Framework (VCS 2008) as a regional centre with high growth capacity. Warrnambool is the largest urban settlement within the Western coastal region.</td>
</tr>
<tr>
<td>Location in relation to areas of high levels of visitation</td>
<td>Warrnambool is noteworthy for is harbour, river and historic boat sheds, Flagstaff Hill and whale viewing platforms. Warrnambool is a popular centre for tourism and is adjacent to Port Fairy, which is also popular with tourists.</td>
</tr>
<tr>
<td>Potential level of support to the local and regional economy (particularly in regard to employment and visitation)</td>
<td>There is significant potential for improved boating facilities to attract increased visitation to Warrnambool, either for boating activities or because of the additional waterfront facilities it would provide for non-boaters. Increased visitation has the potential to generate increased expenditure in local businesses and create additional employment.</td>
</tr>
<tr>
<td>Potential level of response to un-serviced demand</td>
<td>The poor condition of the existing boating facilities and the lack of temporary moorings appears to have resulted in boaters to the area tending to use Port Fairy, Portland or Apollo Bay as alternatives. Improved boating facilities have the potential to attract boaters who have decided either not to go boating or to go boating in another location.</td>
</tr>
<tr>
<td>Potential level of response to un-serviced demand</td>
<td>There is also the potential for an improved network of facilities to increase the overall demand, rather than redistributing existing demand. More demand analysis will be required.</td>
</tr>
<tr>
<td>Potential levels of public expenditure</td>
<td>The City of Warrnambool has invested significantly in waterfront improvements and the existing boating facilities and it is recognised that there will be a role for ongoing public investment, particularly in the design and assessment of a specific development proposal and in the funding of some of the public components of a development.</td>
</tr>
<tr>
<td>Potential levels of public expenditure</td>
<td>This Boating CAP will enable coordination of public and private funding, but there will be an ongoing role for local and State Government investment.</td>
</tr>
<tr>
<td>Potential levels of private investment</td>
<td>It is recognised that a level of service of this order is only likely to eventuate with considerable levels of private investment, particularly in the delivery phase of a specific development proposal.</td>
</tr>
<tr>
<td>Potential levels of private investment</td>
<td>There is significant potential for high levels of private investment to create a multipurpose facility that fulfills a State Marine Precinct level of service.</td>
</tr>
<tr>
<td>Potential levels of annual public operating costs</td>
<td>The extent of public funding of ongoing operating and maintenance costs will need to be resolved. The extent of this funding will be linked to the proportion of public and private funding in the delivery of the development. There is significant potential to negotiate high levels of private funding of ongoing operating and maintenance costs.</td>
</tr>
</tbody>
</table>
Boats moored at Warrnambool Harbour (Warrnambool City Council).
6.5.3 RECOMMENDED BOATING FACILITIES HIERARCHY

This Boating CAP recommends that future levels of service in the Warrnambool Boating Precinct be provided by one State Marine Precinct and five Local Boating Facilities. There are no Regional, District or Informal Boating Facilities.

Table 16 sets out the facilities within the Warrnambool Boating Precinct, their current and the anticipated future service level within the network. The network is also presented in Figure 11.

Table 16: Recommended Future Level of Service for Warrnambool Facilities

<table>
<thead>
<tr>
<th>NO.</th>
<th>FACILITY NAME</th>
<th>FACILITY TYPE</th>
<th>CURRENT SERVICE LEVEL</th>
<th>FUTURE SERVICE LEVEL</th>
<th>LAND MANAGER</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5A</td>
<td>Allansford, Jubilee Park Road</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Warrnambool City Council</td>
<td>Upgrades to ramp and jetty as required and ongoing maintenance.</td>
</tr>
<tr>
<td>5B</td>
<td>Hopkins River at Mahoneys Road</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Warrnambool City Council</td>
<td>Upgrades to ramp as required and ongoing maintenance.</td>
</tr>
<tr>
<td>5C</td>
<td>Hopkins River at Proudfoot’s Boathouse</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Warrnambool City Council</td>
<td>Upgrades to ramp as required and ongoing maintenance.</td>
</tr>
<tr>
<td>5D</td>
<td>Hopkins R. at Warrnambool and District Angling Club</td>
<td>Boat Ramp, Jetty and Marina</td>
<td>Local</td>
<td>Local</td>
<td>Warrnambool City Council</td>
<td>Upgrades to ramp as required and ongoing maintenance.</td>
</tr>
<tr>
<td>5E</td>
<td>Warrnambool Lady Bay (Port of Warrnambool)</td>
<td>Boat Ramp, Jetty and Breakwater, Breakwater boat ramp (closed)</td>
<td>District</td>
<td>State</td>
<td>Warrnambool City Council</td>
<td>A marina or other fixed moorings could be considered in conjunction with a modified breakwater which could provide an all weather safe harbour. A master plan for the harbour should be developed and implemented to attract investment.</td>
</tr>
<tr>
<td>5F</td>
<td>Merri River at Dennington</td>
<td>Boat Ramp and Jetty</td>
<td>Local</td>
<td>Local</td>
<td>Warrnambool City Council</td>
<td>Upgrades to ramp and new jetty structure to improve condition with ongoing maintenance to maintain local service level.</td>
</tr>
</tbody>
</table>
Figure 11: Network and facilities in the Warrnambool Boating Precinct

Warrnambool City

Warrnambool

Recreational Boating Facilities
- State Marine Precinct
- Regional Facility
- District Facility
- Local Facility
- Informal Facility

Key
- Major Roads
- Primary Rivers
- Secondary Rivers
- LGA Boundary
- Urban Area
- Marine National Parks
- Conservation/recreation Area

Warrnambool Harbour (Boating Safety Facilities Program)
6.6 Glenelg Boating Precinct

6.6.1 OVERVIEW

The Glenelg Boating Precinct is contained within the boundaries of the Glenelg Shire and stretches from Narrawong in the east to Nelson on the South Australian border. The landscape varies along this coastline and includes hard rock cliffs up to 130m high around the Three Capes west of Portland, as well as large mobile sand dunes, brackish wetlands and low cliffs closer to Nelson. A large majority of the coast is protected by National Parks including; Portland, Discovery Bay National Park and Cape Nelson National Park.

The coastal region is generally centred around Portland and contains minimal foreshore settlement outside this town with the exception of Nelson, Cape Bridgewater, Dutton Way and Narrawong. Land uses include pasture farming and pine forest plantations, with large scale industrial land use in Portland.

6.6.2 EXISTING FACILITIES

a) Portland

The Assessment Criteria outlined in Section 5 have been used to confirm the designation of Portland as a location to provide a State Marine Precinct level of service under the new boating hierarchy for the Western coastal region. Portland has justified its designation based on:

- Its current and future levels of population
- Its capacity to add significantly to the spread and diversity of facilities within the network and hierarchy
- Its consistency with strategic planning policy
- Its capacity to add considerably to the net public benefit and public amenity and safety
- Its potential to support the local and regional economy, particularly in regard to employment and increased visitation.

The assessment results are provided in Table 17, with further discussion below.

The Portland Harbour is a State Marine Precinct comprising a large industrial harbour with facilities suitable for international shipping and commercial fisheries, as well as for recreational boating and fishing (see Figure 12). It covers an extensive area of the Portland foreshore and is privately owned and operated. The Port provides significant employment and economic benefit to the community and also supports a number of community organisations and events. In recent years the wharf area used by the public for fishing has been reduced, due to the risks involved with the operation of an increasingly busy industrial site and the associated liability and public safety considerations. The recent increase in popularity in offshore recreational fishing has created unprecedented demand challenges for the current facilities at Portland. The future of recreational fishing in the commercial precinct of the Port of Portland is therefore currently being reviewed.

The implementation of the Glenelg Shire’s Portland Bay Coastal Infrastructure Plan would provide a major upgrade of the existing facilities within Portland Harbour including the creation of a new boat ramp and a recreational and commercial marina which would reduce pressure on current facilities.

As an interim measure intended to address the significant demand on facilities created by fishing opportunities in the area, Glenelg Shire recently completed construction of an additional boat ramp lane adjacent to the existing two lane ramp. This has resulted in three lanes now being available to launch and retrieve within Portland Harbour however, it has not fully addressed the demand for increased trailer parking space which was dealt with more comprehensively in the Portland Bay Coastal Infrastructure Plan.

The Victorian Government has made a commitment to return the commercial trawler wharf to public ownership, subject to reaching a mutually satisfactory agreement with the Port of Portland. This will enable the strategic planning for the entire Portland Harbour to proceed with improved community access to at least some of the Port area for recreational fishing and other uses.

Figure 12: Portland State Marine Precinct Boundary
### Table 17: Level of Service Assessment of the Portland Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>PORTLAND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LEVEL OF SERVICE NETWORK</strong></td>
<td></td>
</tr>
<tr>
<td>Potential effect on the diversity of boating opportunities in the precinct and the network</td>
<td>There is significant potential to increase the diversity of boating opportunities in the precinct and the network. All other locations in this precinct have been designated either as a Local or Informal Boating Facility level of service (apart from one District Boating Facility level of service at Nelson), so there is a significant opportunity to provide a higher order level of service, particularly as there are long sections of coast where it is not possible or safe to provide a boating facility. Portland provides one of only two opportunities to provide a State Marine Precinct level of service along the Western coastal region.</td>
</tr>
<tr>
<td>Potential effect on the level of service in the precinct</td>
<td>There is significant potential to increase the level of service. Portland currently provides a Regional Boating Facility level of service, which does not appear to be commensurate with the size of the local and regional catchment and potential demand. All other locations within the Glenelg Precinct are designated either as a Local or Informal Boating Facility level of service (apart from a District Boating Facility at Nelson on the Glenelg River). There are also long sections of coast without a boating facility, so there is an opportunity to upgrade the level of service along this section of the Western Victorian coastline to service this area.</td>
</tr>
<tr>
<td>Potential effect on the geographic spread and capacity within the network</td>
<td>There is significant potential to improve the spread and increase the capacity within the network. Port Fairy is 70km to the east and provides a Regional Boating Facility level of service, but the existing facility is already very well developed with limited expansion potential, and constraints related to historic character and residential amenity. Warrnambool is a further 30km to the east and has also been designated to provide a State Marine Precinct level of service, but this should be seen as complementary and synergistic rather than as competition, particularly given the different regional catchments that they service.</td>
</tr>
<tr>
<td>Level of consistency with the accepted strategic planning policy for the coast</td>
<td>This Boating CAP has endorsed the level of service designated for this location in the VCS 2008. The designation is also consistent with the identification of Portland as a regional centre with high growth capacity in the VCS 2008.</td>
</tr>
<tr>
<td>Level of availability of sufficient and appropriate land and water space</td>
<td>This does not appear to be a constraint. The Portland Bay Coastal Infrastructure Plan has been prepared and adopted. Implementation of the plan would provide a major upgrade of the existing facilities within Portland Harbour, including the creation of a new two-lane boat ramp and a recreational and commercial marina.</td>
</tr>
<tr>
<td>Level of sustainability for a coastal foreshore location</td>
<td>There are already substantial public and commercial facilities within Portland Harbour. The Portland Bay Coastal Infrastructure Plan provides for the rationalisation of existing facilities and the provision of new and upgraded facilities, on land and water. The implementation of the plan will provide a sustainable platform for ongoing use and development of the Portland Bay foreshore.</td>
</tr>
</tbody>
</table>
6.6 Glenelg Boating Precinct

Table 17: Level of Service Assessment of the Portland Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>PORTLAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential effect on significant environmental features</td>
<td>There are already substantial structures on land and in the water at Portland Harbour, which have modified environmental conditions. A more detailed assessment of potentially adverse environmental effects will need to be made as part of the ongoing implementation and assessment of the Portland Bay Coastal Infrastructure Plan.</td>
</tr>
<tr>
<td>Potential effect of construction and operation on the environment</td>
<td>As above, further work will be required to ensure that any potentially adverse environmental effects are minimised and ameliorated. Construction impacts should be able to be addressed by an appropriate Environmental Management Plan. Operational impacts are most likely to be associated with changes to coastal processes and water quality and will need to be addressed during further assessment phases.</td>
</tr>
<tr>
<td>Potential effect of sea level rise on operational efficiency and safety</td>
<td>The assumptions in regard to predicted sea level rise are described in Section 2.5. There are no known locational factors that are likely to exacerbate the effect of sea level rise on a facility at Portland. There is the opportunity to incorporate a response to sea level rise in the design of a specific development proposal.</td>
</tr>
<tr>
<td>Potential effect on coastal processes and conditions</td>
<td>There are already substantial breakwater structures at Portland Harbour, which have modified environmental conditions, including coastal processes. Sand is currently bypassed to manage the impact of the Fishermen’s Breakwater and the Port of Portland is obligated to undertake this on a regular basis. The potential to further affect coastal processes, including the transport of sand, requires further assessment.</td>
</tr>
<tr>
<td>Level of requirement for initial and on-going dredging (compared to alternatives)</td>
<td>Some dredging is currently required. Ongoing dredging is likely and will need to be considered in response to a specific development proposal.</td>
</tr>
<tr>
<td>Level of availability of car parking and potential environmental, amenity and community effects</td>
<td>The existing waterfront is adjacent to and set below the commercial and business centre of Portland. Existing car and trailer parking is under significant pressure during peak periods and is addressed in the Portland Bay Coastal Infrastructure Plan. This Plan provides the basis for future development that minimises and ameliorates potential environmental, amenity and community effects.</td>
</tr>
</tbody>
</table>

Portland is one of Australia’s most popular recreational boating destinations (Glenelg Shire Council).
Potential effect on public good
There is significant potential to provide a considerable net community benefit through the implementation of the Portland Bay Coastal Infrastructure Plan. Benefits could be achieved for a range of user groups, including boaters. There is also the potential for economic benefits to flow on to local and regional businesses. The potential for adverse impacts on swimmers and other users of the foreshore should be avoided.

Potential effect on public access and amenity
There is the potential to have a positive effect on public access and amenity by relocating the main boat ramp within the harbour away from the town centre (to reclaimed land area) and thereby improving connectivity between the main street and the foreshore.

Potential effect on surrounding land users (compared to alternatives)
There is the potential to minimise potential effects on surrounding land users. The current facility is well positioned away from residential suburbs and there is the opportunity to integrate beneficially with the adjacent Portland commercial and business centre.

Potential ability to integrate with the local community
As above. There is considerable opportunity to create synergy with local businesses and to provide enhanced employment, educational, tourism and visitor expenditure outcomes for Portland and the surrounding region.

Potential effect on boater safety
There is significant potential to increase boater safety and to provide for the multiple users of the harbour and the foreshore. It is understood that there is an opportunity to relocate the existing ramp and bring the provision of trailer parking to ramp ratio closer to the Australian Standards by improving land-side parking and traffic arrangements.

Potential ability to integrate recreational and commercial facilities
As noted above, there is a significant opportunity to integrate recreational and commercial facilities and add to the considerable improvements that have already been made to the foreshore and adjacent commercial and business centre.

Potential effect on operational efficiency for users, including queuing times
There is significant potential to provide for improved and increased operational efficiency, particularly through improved safety levels and increased operational capacity for boaters.

Potential effect on Indigenous and non-Indigenous cultural heritage
Unknown at this time, but an issue that will need to be addressed during the design and assessment of a specific development proposal.

Table 17: Level of Service Assessment of the Portland Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>PORTLAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social and Cultural</td>
<td></td>
</tr>
<tr>
<td>Potential effect on public good</td>
<td>There is significant potential to provide a considerable net community benefit through the implementation of the Portland Bay Coastal Infrastructure Plan. Benefits could be achieved for a range of user groups, including boaters. There is also the potential for economic benefits to flow on to local and regional businesses. The potential for adverse impacts on swimmers and other users of the foreshore should be avoided.</td>
</tr>
<tr>
<td>Potential effect on public access and amenity</td>
<td>There is the potential to have a positive effect on public access and amenity by relocating the main boat ramp within the harbour away from the town centre (to reclaimed land area) and thereby improving connectivity between the main street and the foreshore.</td>
</tr>
<tr>
<td>Potential effect on surrounding land users (compared to alternatives)</td>
<td>There is the potential to minimise potential effects on surrounding land users. The current facility is well positioned away from residential suburbs and there is the opportunity to integrate beneficially with the adjacent Portland commercial and business centre. There is a need to continue to plan and provide for the multiple users of the harbour, including shipping, commercial fishing boats, swimmers and windsurfers as well as recreational boating and fishing.</td>
</tr>
<tr>
<td>Potential ability to integrate with the local community</td>
<td>As above. There is considerable opportunity to create synergy with local businesses and to provide enhanced employment, educational, tourism and visitor expenditure outcomes for Portland and the surrounding region.</td>
</tr>
<tr>
<td>Potential effect on boater safety</td>
<td>There is significant potential to increase boater safety and to provide for the multiple users of the harbour and the foreshore. It is understood that there is an opportunity to relocate the existing ramp and bring the provision of trailer parking to ramp ratio closer to the Australian Standards by improving land-side parking and traffic arrangements.</td>
</tr>
<tr>
<td>Potential ability to integrate recreational and commercial facilities</td>
<td>As noted above, there is a significant opportunity to integrate recreational and commercial facilities and add to the considerable improvements that have already been made to the foreshore and adjacent commercial and business centre.</td>
</tr>
<tr>
<td>Potential effect on operational efficiency for users, including queuing times</td>
<td>There is significant potential to provide for improved and increased operational efficiency, particularly through improved safety levels and increased operational capacity for boaters.</td>
</tr>
<tr>
<td>Potential effect on Indigenous and non-Indigenous cultural heritage</td>
<td>Unknown at this time, but an issue that will need to be addressed during the design and assessment of a specific development proposal.</td>
</tr>
</tbody>
</table>
6.6 Glenelg Boating Precinct

Table 17: Level of Service Assessment of the Portland Boating Facility

<table>
<thead>
<tr>
<th>ASSESSMENT CRITERIA</th>
<th>PORTLAND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ECONOMIC AND FINANCIAL</strong></td>
<td></td>
</tr>
<tr>
<td>Location in relation to current and future population numbers</td>
<td>Portland is Victoria’s second largest coastal settlement, has a large regional catchment and is identified in the Coastal Settlement Framework as a regional centre with high growth capacity. Portland is the second largest urban settlement within the Western coastal region.</td>
</tr>
<tr>
<td>Location in relation to areas of high levels of visitation</td>
<td>Portland was the first permanent settlement in Victoria (1834), and is the only deep sea port between Melbourne and Adelaide and commercial shipping operations. Recently Portland has experienced significant growth and demand related to tuna, shark and gamefishing activities. The commercial fishing industry also provides considerable economic activity for the town and there is potential to better integrate part of this through the lobster fleet into shared facilities within the harbour. Despite its distance from Melbourne, Portland is a popular centre for tourism, servicing major inland centres such as Hamilton and Horsham.</td>
</tr>
<tr>
<td>Potential level of support to the local and regional economy (particularly in regard to employment and visitation)</td>
<td>There is significant potential for improved boating facilities to attract increased visitation to Portland, either for boating activities or because of the additional waterfront facilities it would provide for non-boaters. Increased visitation has the potential to generate increased expenditure in local businesses and create additional employment.</td>
</tr>
<tr>
<td>Potential level of response to un-serviced demand</td>
<td>The poor condition and capacity of the existing boating facilities are said to be a source of considerable frustration for users during busy periods. Improved boating facilities have the potential to attract boaters who have decided either not to go boating or to go boating in another location. There is also the potential for an improved network of facilities to increase the overall demand, rather than redistributing existing demand.</td>
</tr>
<tr>
<td>Potential levels of public expenditure</td>
<td>The Glenelg Shire and State Government has invested significantly in waterfront improvements and the existing boating facilities and it is recognised that there will be a role for ongoing public investment, particularly in the further assessment of the Portland Bay Coastal Infrastructure Plan and in the funding of some of the public components of the development. This Boating CAP will enable coordination of public and private funding opportunities, but there will be an ongoing role for local and State Government investment.</td>
</tr>
<tr>
<td>Potential levels of private investment</td>
<td>It is recognised that a level of service of this order is only likely to eventuate with considerable levels of private investment, particularly in the delivery phase of a specific development proposal. There is significant potential for high levels of private investment particularly for the recreational marina proposed in the Portland Coastal Infrastructure Plan.</td>
</tr>
<tr>
<td>Potential levels of annual public operating costs</td>
<td>The extent of public funding of ongoing operating and maintenance costs will need to be resolved. The extent of this funding will be linked to the proportion of public and private funding in the delivery of the development. There is significant potential to negotiate high levels of private funding of ongoing operating and maintenance costs.</td>
</tr>
</tbody>
</table>
b) Glenelg, Fitzroy and Surry River

There are numerous boating facilities on the Glenelg River around Nelson, the Fitzroy River and the Surry River at Narrawong, including:

1. Nelson East. This facility is well protected from the ocean and contains a boat ramp and wharf which are in reasonable condition. The trailer area is well marked.

2. Nelson West. This facility is also protected from the ocean and has a ramp and jetty which are both in good condition. The trailer area is unmarked.

3. Nelson – Isle of Bags. There is no formal boat ramp in this location however the jetty is in good condition and there are suitable areas to launch canoes from the beach. The car park is informal.

4. Nelson – Simpsons Landing. The boat ramp is in good condition and the parking is well marked.

5. Glenelg River – Saunders Landing. The boat ramp in this location is often slippery and may require re-surfacing. There is no formal car park.

6. Glenelg River – Pritchards. The boat ramp is in good condition and the parking is well marked.

7. Glenelg River – Sapling Creek. The boat ramp is often slippery and may require re-surfacing. There is no formal car park and a long entry/exit to the water.

8. Fitzroy River Mouth. The timber jetty and boat ramp are both in reasonable condition, however the parking is unmarked. There is seldom access to the open ocean as the river mouth rarely opens.

9. Narrawong – Surry River. This location is difficult to find as it is not well signposted. Facilities are basic.

a) Wally’s Ramp Allestree

Wally’s Ramp (Fergusons Road) located approximately 10km from the centre of Portland is currently a local facility that users believe could be improved to reduce demand pressure within the Portland Harbour. The area comprises a boat ramp which is sealed down to the beach/water, is protected by a small groyne and is generally in good condition. There is a formalised car parking area however the spaces are not long enough for trailers. The land area at Wally’s Ramp is restricted, and is not appropriate for any significant upgrade. Further, this ramp does not provide sheltered conditions and is only suitable for smaller boat sizes. It is considered that Wally’s Ramp is not an appropriate alternative to further development of boating facilities within the Portland Harbour.

b) Cape Bridgewater and Henty Bay

There are two boating facilities that provide access to the open ocean; one located at Cape Bridgewater and one located at Henty Bay Caravan Park. These facilities are informal and are in poor condition. There have been suggestions that the Cape Bridgewater ramp could be upgraded to accommodate boats of up to 6m in length. It is considered that upgrading this facility will not yield the infrastructure required to address the demand experienced in Portland Harbour and would also encourage launching into unsheltered waters. The ramp at Henty Bay is currently closed. Due to the dangerous conditions along this coastline, particularly around the Three Capes, safe boat access to the open ocean is difficult to achieve.

Wally’s Ramp, Allestree (Boating Safety Facilities Program).
6.6.3 RECOMMENDED BOATING FACILITIES HIERARCHY

This Boating CAP recommends that future levels of service in the Glenelg Boating Precinct be provided by one State Marine Precinct, one District Boating Facility, eight Local Boating Facilities and three Informal Boating Facilities.

This Boating CAP recognises that the cluster of four District, Local and Informal Boating Facilities at Nelson collectively provide a higher level of service than the designation afforded to any of the individual facilities in the cluster. The improvement of these four facilities within their District, Local and Informal designations is considered sufficient to provide for future needs. As such, this Boating CAP recommends the downgrading of the Regional designation in the VCS for Nelson and recognises the importance of the individual facilities.

Table 18 sets out the facilities within the Glenelg Boating Precinct, their current and the anticipated future service level within the network. The network is also presented in Figure 13.
Table 18: Recommended Future Level of Service in the Glenelg Boating Precinct

<table>
<thead>
<tr>
<th>NO.</th>
<th>FACILITY NAME</th>
<th>FACILITY TYPE</th>
<th>CURRENT SERVICE LEVEL</th>
<th>FUTURE SERVICE LEVEL</th>
<th>LAND MANAGER</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>6A</td>
<td>Fitzroy River Mouth</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Glenelg Shire</td>
<td>Upgrades to ramp as required and ongoing maintenance.</td>
</tr>
<tr>
<td>6B</td>
<td>Narrawong, Surry River</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Narrawong Foreshore Reserve Committee of Management</td>
<td>Beach access only.</td>
</tr>
<tr>
<td>6C</td>
<td>Wally’s Ramp Allestree</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Glenelg Shire</td>
<td>Does not provide sheltered waters and no scope to extend trailer parking area.</td>
</tr>
<tr>
<td>6D</td>
<td>Henty Bay Caravan Park</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Henty Bay Caravan Park</td>
<td>Currently closed.</td>
</tr>
<tr>
<td>6E</td>
<td>Portland Harbour</td>
<td>Multi purpose</td>
<td>Regional</td>
<td>State</td>
<td>Glenelg Shire</td>
<td>If the boat ramp is not relocated within Portland Harbour (consistent with the Portland CIP), bring the provision of trailer parking to ramp ratio closer to the Australian Standards by improving land side parking and traffic arrangements. The Recreational Marina and Tourism Precinct should only be developed if commercially viable for the private sector. If a new recreational marina is not viable, provide incremental increases to moorings through fixed or floating pontoons off either marina jetty structure or the Lee Breakwater.</td>
</tr>
<tr>
<td>6F</td>
<td>Cape Bridge-water</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Glenelg Shire</td>
<td>Associated with the Surf Life Saving Club.</td>
</tr>
<tr>
<td>6G</td>
<td>Glenelg River, Sapling Creek</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Parks Victoria</td>
<td></td>
</tr>
<tr>
<td>6H</td>
<td>Glenelg River, Saunders Landing</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Parks Victoria</td>
<td></td>
</tr>
<tr>
<td>6I</td>
<td>Glenelg River, Pritchards</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Parks Victoria</td>
<td></td>
</tr>
<tr>
<td>6J</td>
<td>Nelson East Side, Kellet St</td>
<td>Boat Ramp</td>
<td>District</td>
<td>District</td>
<td>Parks Victoria</td>
<td>The group of facilities in the Nelson cluster collectively provide a higher level of service than the individual facilities.</td>
</tr>
<tr>
<td>6K</td>
<td>Nelson West Side</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Parks Victoria</td>
<td></td>
</tr>
<tr>
<td>6L</td>
<td>Nelson Isle of Bags</td>
<td>Boat Ramp</td>
<td>Informal</td>
<td>Informal</td>
<td>Parks Victoria</td>
<td></td>
</tr>
<tr>
<td>6M</td>
<td>Nelson, Simpsons Landing</td>
<td>Boat Ramp</td>
<td>Local</td>
<td>Local</td>
<td>Parks Victoria</td>
<td></td>
</tr>
</tbody>
</table>
Conclusion

7.1 Key Questions Addressed by the Western Victoria Boating CAP

As outlined in Section 2.8, a set of key questions was developed at the start of the project that the Western Victoria Boating CAP needed to address. The key questions were used to assist in the finalisation of recommendations on the network of boating facilities and the hierarchy of level of service for the Western coastal region outlined in Section 5.

They have also been used as overall evaluation criteria to determine whether this Boating CAP has responded appropriately and successfully to its performance objectives. This Boating CAP responds to these key questions as follows, with further detailed responses to the matters to be considered within the key questions provided in Appendix C.

What will be the network of boating facilities for Western Victoria in 2035?

This Boating CAP recommends a hierarchy with two designated State Marine Precincts, three Regional Boating Facilities, one District Boating Facility, twenty-three Local Boating Facilities and sixteen Informal Boating Facilities. The focus is on the maintenance and upgrade of existing facilities rather than the development of new facilities in new locations. The hierarchy will help to enhance and diversify the network of boating facilities in the Western coastal region.

The most significant increases proposed in the levels of service (between current and future roles) are for Torquay (local to regional), Apollo Bay (district to regional), Warrnambool (district to state) and Portland (regional to state). While this Boating CAP acknowledges a paucity of demand data, community consultation has identified high existing and latent levels of demand that would be catered for in these locations by these increases.

How will potential environmental impacts be considered and how will these influence the provision of boating facilities?

This Boating CAP has involved a preliminary review of the potential impacts associated with the recommended levels of service at different locations. While not dealing with specific development proposals, it has considered the types of development that would be envisaged by the relevant designation. It is recognised that the higher level service facilities are likely to involve a number of potential impacts. It is also recognised that any preliminary judgements that could be made at this time are not informed by the level of environmental, economic and social impact analysis, independent assessment and community consultation that would be required for a specific proposal for a district, regional or state level facility.

The approval of any facility consistent with the recommended designated level of service will need to address potential construction and maintenance impacts. Properly siting and designing the facility will significantly ameliorate ongoing environmental impacts during construction and operation. The preliminary view formed as part of the preparation of this Boating CAP, and the requirements of the approval processes that will follow, provide confidence that the construction and maintenance impacts associated with an approved facility will be manageable.

The development of any type of facility will need to obtain the required statutory approvals. It also identifies that the higher level of service facilities are likely to involve a number of potential impacts and that any specific development proposal will need to provide an assessment of these potential environmental, economic and social impacts and how they can appropriately be managed and ameliorated. All development will be subject to extensive community consultation and independent assessment.
How will potential economic and financial impacts be considered and how will these influence the provision of boating facilities?

This Boating CAP has recommended State Marine Precincts at Portland and Warrnambool and a Regional Boating Facility at Torquay. Regional Boating Facilities are recommended at Apollo Bay and Port Fairy which are identified as having moderate growth potential and have high levels of visitation. Nelson is identified as having low growth potential and has been recommended for a District Boating Facility rather than the Regional Boating Facility recommended in the VCS 2008. All other relevant coastal towns are identified as having low growth potential and are recommended to have Local Boating Facilities.

The facilities that would be developed in accordance with the recommended network and hierarchy have the potential to make a significant contribution to the economy of the western region, and in particular locations such as Portland, Warrnambool, Port Fairy, Apollo Bay and Torquay. The facilities would have the potential to increase levels of visitation and associated expenditure with potential flow on benefits to local businesses.

Under what circumstances will the decommissioning and removal or downgrading of an existing facility be considered?

This Boating CAP has not recommended the decommissioning, removal or downgrading of any existing boating facilities.

Indeed, the focus is on the maintenance of and minor improvement to most of the existing Local Boating Facilities and the upgrade of existing facilities to either a Regional Boating Facility or State Marine Precinct level of service.

How will potential social and cultural impacts be considered and how will these influence the provision of boating facilities?

This Boating CAP has identified a network of boating facilities with good spatial distribution along the Western Victorian coastline. The development of facilities in accordance with the recommended network and level of service will provide for considerably improved public access, amenity and safety. There is the potential to improve public amenity for a wide range of user groups, including boaters, through enhanced foreshore development and integration with adjacent land uses. This will need to be followed through in the preparation of detailed plans for the development of facilities.

Safety considerations have played a crucial role in the development of this Boating CAP. No new locations for facilities have been identified, partly in recognition of the difficult and exposed open water conditions that prevail along long sections of the coast. The network and hierarchy of boating facilities recommended will provide more safe harbours, better and safer launch and retrieval facilities, more temporary moorings and better facilities for the coast guard and search and rescue operations. Facilities on a number of rivers are to be maintained with recommendations for on-going maintenance and improvements, in recognition of their important recreational role and as a safer alternative, in many circumstances, to ocean access.
8 Implementation

8.1 IMPLEMENTATION PLAN

Effective implementation of this Boating CAP is fundamental to its success. An Implementation Plan has been developed. The Implementation Plan outlines the priority actions at the State and regional level that are critical for effective and timely implementation. Actions are presented under the Strategic Directions outlined in Section 4 of this CAP.

Actions are prioritised as High, Medium or Low. While the intent is that all actions will be implemented, initial effort will be directed to the high priority actions which have been assessed to be of most importance for the future management of recreational boating facilities in the Western coastal region. High priority actions should be substantially commenced or completed within a five year timeframe.

Implementation of the CAP will necessarily have to balance the short term needs of existing boating facilities, and their management, with the longer term vision for how boating facilities will be managed in 2035 in the Western coastal region. It will also be important to responsibly balance the ongoing demand for boating facilities against the provision of sustainable and safe boating facilities.

The Implementation Plan allocates responsibilities for implementation of each action to one or more agencies and organisations.

It will be the responsibility of land managers to implement specific projects. Section 29 of the Coastal Management Act 1995 requires land managers to take all reasonable steps to give effect to a CAP applying to that land.

It is essential that land managers, agencies and other organisations take ownership of the actions they are required to implement and are able to explore and provide the means to enable those actions to be implemented as part of their annual budget, ongoing works program or equivalent.

Adequate funding and other resources will be required to implement this Boating CAP. Funding for the management, maintenance and improvements of existing boating facilities in the Western coastal region is the responsibility of the relevant land manager. This is supported by a range of State Government funding programs.

A business case and investment model will be required to support the funding necessary to implement this Boating CAP. This will analyse past and current funding levels, gaps and needs and future funding opportunities. It will need to develop a model for future investment in boating facilities in the Western coastal region and provide advice to land managers, Government and other bodies regarding investment requirements. It will need to support and assist land managers to prepare their own budget and funding initiatives, as well as provide a case for new investment by Government and other sources.

To support and drive this process, an Implementation Committee will be established to oversee the effective implementation of this Boating CAP. It will comprise members of the agencies and organisations who have a responsibility to implement the CAP and will work collaboratively with them to prepare and implement annual works programs, to monitor and review performance and to identify and pursue funding opportunities to assist with the implementation process. The CAP drives a number of important outcomes for the management of coastal public land and will require the participation of a broad range of DSE business areas in the process, particularly the public land policy and service delivery functions provided by Public Land Division and Public Land Services.

Given the Government’s commitment to institutional change as outlined in the Land and Biodiversity White Paper 2009, it is expected that the coordination of the implementation process will become the responsibility of the new western regional organisation. As such, all references to the Western Coastal Board in the implementation plan are expected to be subject to change.

The Implementation Committee will communicate more broadly to promote the participation and support of all stakeholders with an interest in recreational boating facilities in the Western coastal region. It will also ensure that implementation of this Boating CAP is undertaken in coordination with the range of other relevant strategies and plans.

The CAP Implementation process is shown as Figure 14.
Figure 14: CAP Implementation Process

- Implementation Committee established as required in endorsed CAP
- Implement rolling five plan including short term actions, annual budgets, responsibilities and timelines
- Implementation of actions by individual agencies as identified in the endorsed CAP
- Annual evaluation and reporting to RCB, VCC, regional stakeholders and community

CAP review

- Five year statutory review (or Ministerial, VCC direction)
- Interim review (initiated by RCB)

- ‘Major’ review incorporating new policy – may be ‘new’ CAP, amendments or CAP repeal
- Interim review may change action priority but not change policy direction without statutory approvals

See Figure 4 - Statutory Review Process
8.2 PRIORITY ACTIONS

The following implementation section outlines the priority actions to be undertaken at the state and region-wide level to implement this Boating CAP. The actions are presented under the Strategic Directions developed in Section 4 of the CAP.

Strategic Direction 1: Levels of Service
Strategic Direction 2: Safety and Standards
Strategic Direction 3: Accessibility and Demand
Strategic Direction 4: Sustainable and Equitable Development
Strategic Direction 5: Management, Investment and Maintenance

Table 19: Priority Actions

<table>
<thead>
<tr>
<th>STRATEGIC DIRECTION</th>
<th>ACTION</th>
<th>RESPONSIBLE AGENCY</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Levels of Service</td>
<td>1. The Boating Hierarchy set out in this Boating CAP is to be used to guide strategic regional planning on the role of each facility in determining the range of facilities and services provided across the whole network.</td>
<td>Local Government DSE DoT/TSV (Maritime) Parks Victoria Committees of Management</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>2. The Decision Making Principles in section 4.1.2 are to be used to guide the determination of the appropriate level of boating facility upgrade or development in the context of the level of service allocated to each facility within the network.</td>
<td>Local Government DSE DoT/TSV (Maritime) Parks Victoria Committees of Management</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>3. Undertake an investigation to establish the preliminary feasibility of potential safe harbour locations between Queenscliff and Apollo Bay.</td>
<td>Local Government DSE DoT/TSV (Maritime) Parks Victoria Committees of Management</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>4. Safe harbour facilities must be developed and/or upgraded using a strategic context approach based on the network of boating facilities within the region. Where possible, funding applications for facilities that provide safe boating access will be prioritised for funding and maintenance across the regional network.</td>
<td>Facility Managers DoT/TSV (Maritime) Parks Victoria Committees of Management</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>5. Undertake an audit of car and trailer parking for boating facilities to ascertain:</td>
<td>Local Government Committees of Management</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>• Which boating facilities have car and trailer parking below the acceptable Australian Standards level.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• What the likely peak season demand for use of car and trailer parking is at these boating facilities.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Options for infrastructure improvement, to ease parking congestion and adhere to Australian Standards.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Based on the above, contingency measures for suitable, nearby, temporary locations for car and trailer parking to be used for peak boating days.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>6. Initiate and facilitate a master planning process for the regional and state facilities that do not currently have an adopted strategic plan (e.g. Torquay, Port Fairy, Warrnambool) to ensure the development is consistent with the decision making principles outlined in this CAP and adheres to sound strategic planning of the regional network. It should aim to:</td>
<td>Local Government DSE Committees of Management</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>• Provide for all appropriate public and private users;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Provide for a mix of recreational, commercial and tourism related boating activity; and</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Enhance these boating facilities to make the most efficient use of the water and land space available.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STRATEGIC DIRECTION</td>
<td>ACTION</td>
<td>RESPONSIBLE AGENCY</td>
<td>PRIORITY</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>--------------------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>2. Safety and Standards</td>
<td>7. Each boating facility within the context of the regional network is to be audited to test their compliance with Australian Standards, prioritised for upgrading and maintenance works. Funding will be allocated and a works schedule to be implemented gradually. All approved boating facilities must comply with Australian Standards by 2020.</td>
<td>DSE Local Government Committees of Management</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>8. Facilitate the accreditation of safety training and an education programme at state, regional and district boating facilities to promote appropriate boating use and behaviour.</td>
<td>DoT/TSV (Maritime)</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>9. Each boating facility asset (with the exception of informal facilities) is to have a Facility Management Plan completed which will outline the necessary maintenance work required to comply with Australian Standards, the priorities and budget for repairs. It will address public risk and ESD issues and include consideration of relevant Coastal Management Plans. This will not be required where facilities already have an existing Safety and Environment Management Plan (SEMP) that addresses these issues.</td>
<td>Local Government DSE Parks Victoria Committees of Management</td>
<td>High</td>
</tr>
<tr>
<td>3. Accessibility and Demand</td>
<td>10. When assessing development proposals, boating facilities are to be located strategically within the context of each Municipal Boating Precinct with due consideration of boating destinations and growth areas identified in the Coastal Settlement Framework.</td>
<td>DSE Local Government</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>11. Conduct a program aimed at breaking down barriers to accessing recreational boating facilities by encouraging people to access information about boating and to participate in trial sessions.</td>
<td>Clubs Boating Industry Association</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>12. The development approvals system is to regulate access to coastal environments and boating infrastructure through prohibiting non-coastal dependent uses within the inter-coastal zone.</td>
<td>Local Government DPCD DSE</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>13. Identify regional facilities, and gradually others across the network, where boating facilities will be provided to cater for a range of boater abilities, particularly boaters with little experience and/or special needs. Include the individual access requirements for each facility within Facility Management Plans.</td>
<td>WCB Committees of Management</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>14. Promote appropriate opportunities for public access to across the beach access launching and retrieval (generally through informal facilities) to cater for non-powered boating activity.</td>
<td>Committees of Management Boating Clubs</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>15. Initiate demand monitoring for boating facility use to:</td>
<td>Local Government Committees of Management</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>• Ensure the proposed network of boating facilities and levels of service will meet current, future and latent demand.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ensure that priorities for investment are based on sound data.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Prepare business cases for new investment for either privately or publicly funded facilities.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Identify gaps in the network on an ongoing basis.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Identify shortfalls in particular services.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Monitor of trends in boat ownership, size and use.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>16. Assessment of new commercial developments related to boating use or facilities must include significant opportunity for community consultation to avoid potential coastal conflicts.</td>
<td>Local Government DSE Committees of Management</td>
<td>Medium</td>
</tr>
</tbody>
</table>
### Implementation

<table>
<thead>
<tr>
<th>STRATEGIC DIRECTION</th>
<th>ACTION</th>
<th>RESPONSIBLE AGENCY</th>
<th>PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4. Sustainable and Equitable Development</strong></td>
<td>17. Apply the Hierarchy of Principles (VCS 2008, pages 22 &amp; 23) in assessing the need to upgrade or develop new boating facilities.</td>
<td>Local Government DSE DoT/TSV (Maritime) Parks Victoria</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>18. Progressively upgrade conventional swing moorings, which form an essential component of boating infrastructure, to those that avoid seabed damage and ensure proper environmental precautions are considered.</td>
<td>Parks Victoria Committees of Management</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>19. Evaluation of applications for new boating facilities must be consistent with the VCS 2008, the Siting and Design Guidelines for Structures on the Victorian Coast, the Coastal Settlements Framework and this Boating CAP in addition to the other normal regulatory and assessment requirements.</td>
<td>Local Government High Committees of Management</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>20. The design of upgraded facilities should avoid the need for dredging. When required, undertake maintenance dredging in accordance with the EPA's Best Practice Environmental Management Guidelines for Dredging and DoT/TSV (Maritime)’s Standards for the Dredging and Maintenance of Channels in State Waters. Prioritise maintenance dredging for regional boating facilities.</td>
<td>DSE EPA DoT/TSV (Maritime)</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>21. Educate the boating community about the potential environmental consequences of their boating activities. Provide signage in accordance with Australian Standards regarding potential contaminants to the environment.</td>
<td>Parks Victoria BIA</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>22. Maintenance operations and improvements to existing boating infrastructure must be undertaken with consideration for the protection of the marine ecosystem and in recognition of the environmental, social and economic benefits it provides.</td>
<td>Parks Victoria DSE Local Government</td>
<td>High</td>
</tr>
<tr>
<td>STRATEGIC DIRECTION</td>
<td>ACTION</td>
<td>RESPONSIBLE AGENCY</td>
<td>PRIORITY</td>
</tr>
<tr>
<td>----------------------</td>
<td>--------</td>
<td>--------------------</td>
<td>---------</td>
</tr>
<tr>
<td>5. Management, Investment and Maintenance</td>
<td>23. Beginning with State Marine Precincts and working down the boating hierarchy, clarify and confirm each agency responsible for the management, maintenance and planning for each existing boating facility within the Facility Management Plan (integrate with SEMP where applicable). Write to the relevant agency or organisation informing them of their role and expected requirements as part of this responsibility and in implementing the actions within this CAP. That agency will be available to liaise with all users of the facility and will set priorities in conjunction with those users for all works to be undertaken.</td>
<td>WCB DSE</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>24. During renewal and renegotiation of agreements and when making funding arrangements, endeavour to provide increased public access to the foreshore and coastal environment where this is appropriate.</td>
<td>DSE Local Government Committees of Management</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>25. Recognise and strengthen partnerships among agencies responsible for boating facilities by encouraging best practice.</td>
<td>DSE Parks Victoria Local Government Committees of Management</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>26. Prepare an Annual Strategic Statement to provide continuity and accountability for the implementation of this Boating CAP outlining funding and investment priorities and achievements. This Statement must be linked to the overall capital works program.</td>
<td>DSE Parks Victoria Local Government</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>27. Provide regional guidance to the relevant authorities on the appropriate level of fees to be derived from launching, parking, leases and moorings thus ensuring consistency across the network in line with the level of service being provided.</td>
<td>Facility Managers Victorian Valuer General</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>28. When considering funding and investment decision making opportunities, the priority will be to allocate investment towards the upgrade of existing facilities in preference to funding development of new facilities.</td>
<td>DSE Parks Victoria</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>29. When undertaking regional network planning, seek opportunities for synergies between commercial and recreational boating facilities to share infrastructure, avoid duplication of resources, and thereby maximise benefit.</td>
<td>DoT/TSV (Maritime) DSE</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>30. Ensure revenue collection for the day-to-day maintenance of facilities is targeted at the list of priorities identified through the strategic priority assessment process.</td>
<td>Local Government Committees of Management</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>31. Identify capital works program budgets that will resource the capital improvement upgrading of facilities to meet Australian Standards through the Annual Strategic Statement process.</td>
<td>Facility Managers</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>32. Prepare a list of regional priorities for maintenance works and determine the ongoing budget requirements.</td>
<td>WCB Committees of Management DSE</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>33. Undertake an evaluation of the maintenance requirements for existing boating facilities in the context of a risk assessment for boating facilities to determine:</td>
<td>Facility Managers</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>• The degree to which the facility poses a risk to any member of the public, boater or otherwise.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The degree to which that risk is associated with the location, design or maintenance of the facility.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Potential solutions to resolving those risks.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Maintenance requirements and agency responsibilities.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
8.3 IMPLEMENTATION PATHWAYS

This Boating CAP provides the strategic framework to guide the provision of improved and more sustainable boating facilities across the Western coastal region. The CAP must be reviewed at the end of five years from the date of gazettal and there are provisions to enable an interim review to inform implementation. There will also be a series of pathways for the implementation and realisation of the recommendations of the CAP that support the framework and provide the detailed environmental, social and economic assessments required to achieve the recommended level of service for each facility.

8.3.1 Specific Development Proposals

The higher order level of service designations (State Marine Precincts and Regional Boating Facilities) made by this Boating CAP, may translate into specific development proposals that, in most cases, have the potential to represent considerable physical alterations to the existing facilities. With physical change comes the need to understand the associated environmental, economic and social impacts of the new design facilities and services. This will ensure sustainable outcomes are achieved consistent with the Victorian Coastal Strategy 2008 and will help with obtaining the necessary Local, State and Commonwealth Government approvals.

It needs to be recognised that the status of facilities and planning processes varies considerably:

- Port Fairy is already substantially developed, functions as a Regional Boating Facility and has the capacity for only a moderate expansion.
- Portland has a range of existing facilities and the Portland Bay Coastal Infrastructure Plan, from which a specific development proposal will be derived, has been prepared and adopted by the Glenelg Shire Council.
- Warrnambool has a range of existing facilities and the City of Warrnambool is investing in ongoing foreshore improvements and upgrades. While some master planning was completed in the past, a Harbour Master Plan, from which a specific development proposal can be derived, is required.
- Apollo Bay has a range of existing facilities and the Apollo Bay Harbour Master Plan, from which a specific development proposal will be derived, has been prepared and adopted by the Colac Otway Shire Council.
- Torquay has an existing boat ramp and clubhouses. A report on potential development options was prepared in 2007 and the boat ramp facility will shortly be replaced to provide some improvements to the existing launch and retrieval conditions. However, an overall master plan, from which a specific development proposal can be derived, is required.

Figure 15 outlines the key steps and tasks that are typically associated with the planning, assessment and delivery of the type of specific development proposals that will emerge following the adoption of this Boating CAP, in relation to the higher order level of service designations. The key steps are as follows:

1. **Strategic Assessment.** Where the draft Boating CAP is exhibited and endorsed by the WCB and submitted to the Minister for gazettal.
2. **Project Inception.** Where the Concept Master Plan, including an assessment of options and staging, is prepared. An initial analysis of environmental, economic and social issues is completed, further demand and a preliminary feasibility assessment is undertaken and there is consultation with government agencies, key stakeholders and the community.
3. **Project Planning.** Where a specific development proposal is derived from the preferred options in the Concept Master Plan, approval requirements and processes are confirmed, detailed environmental economic and social assessments are completed, a Business Case is developed, approval documentation is prepared and there is further consultation with government agencies, key stakeholders and the community.
4. **Project Assessment.** Where the approval documentation is placed on public exhibition and the specific development proposal is assessed by an Independent Panel and the Minister, approval and conditions are issued, revisions made in response and funding and resource options identified.
5. **Project Delivery.** Where tender documentation is prepared, tenders assessed and the preferred tenderer appointed, construction documentation, including an Environmental Management Plan, is prepared and approved, construction is commenced, completed and audited and the project delivered.

8.3.2 District, Local and Informal Levels of Service

The pathway for the lower order level of service designations is likely to be far simpler and involve the allocation of funds for minor capital works and maintenance by the relevant land manager such as the local Council, Committee of Management, Parks Victoria or the Department of Sustainability and Environment and Marine Safety Victoria (or a combination).

8.4 REVIEW

This Boating CAP will be reviewed, either at the direction of the Minister or the Victorian Coastal Council or at the end of five years from the date of endorsement, in accordance with Section 28 of the Coastal Management Act 1995. Section 28(2) of the Coastal Management Act 1995 also enables the WCB to review the WVB CAP at any time with the approval of the Victorian Coastal Council. This may result in a change of action priority, but policy direction must not be changed without statutory approval. Any written amendment to the WVB CAP will require Victorian Coastal Council approval and Ministerial endorsement.

A suggested process for the CAP review is shown as Figure 16 (taken from the Guidelines for Preparing, Implementing and Reviewing Coastal Action Plans (October 2005)).

The review of the CAP is intended to address:

- How the CAP has been implemented.
- What the outcomes were.
- The successes and failures.
- Unforeseen issues or impacts that may have arisen over the life of the CAP.
Figure 15: Specific Development Proposal Pathway

Strategic Assessment
- Exhibition of Draft WVB CAP
- WCB considers and endorses Draft WVB CAP
- Submission of Draft WVB CAP
- Ministerial endorsement
- WVB CAP gazetted

Project Inception
- Initial Project Proposal
- Site selection study
- Demand assessment
- Initial environmental, economic and social issue analysis
- Preliminary feasibility assessment
- Concept Master Plan
- Discussions with government regarding approval requirements and process
- Stakeholder and Community consultation

Project Planning
- Confirmation of Project Definition
- Preparation of specific development proposal
- Second sieve environmental, economic and social analysis
- Confirmation of approval requirements and process
- Detailed assessment of final specific development proposal – environmental – economic – social
- Develop Business Case
- Identification of funding and resourcing options
- Preparation of approvals and supporting documentation
- Stakeholder and Community consultation

Project Assessment
- Exhibition of statutory approvals and supporting documentation
- Analysis of public submissions
- Government assessment
- Ministerial decision
- Issue of approvals and conditions
- Revision of plans in accordance with approval requirements
- Confirmation of funding and resourcing options
- Stakeholder and Community consultation

Project Delivery
- Finalisation of funding and resourcing arrangements
- Preparation of tender documentation
- Assessment of tenders
- Appointment of tenderer
- Preparation of construction documentation
- Approval of construction documentation
- Approval of construction documentation
- Commencement of construction
- Completion of construction
- Audit of construction activities
- Stakeholder and Community consultation
Figure 16: CAP Statutory Review Process

- Are all actions completed?
  - Yes
    - Are the strategic directions still valid?
      - Yes
        - Are the outstanding actions still valid?
          - Yes
            - Recommend sign off CAP as completed
          - No
            - Incorporate in other mechanism
        - No
          - Can outstanding actions be addressed by other mechanism (see guidelines Section 3)?
            - Yes
              - Recommend withdraw CAP
            - No
              - Recommend amend CAP
      - No
        - Incorporate in other mechanism
  - No
    - Report to RCB, regional stakeholders and community with appropriate follow-up actions

VCC approves, and Minister endorses CAP review outcome and notice is published in Government Gazette (if required)
Commence preparation of revised CAP if required (see Figure 2)
Appendix A

Steering Committee Members

Lynette Skilbeck  
Chair Steering Committee  
Western Coastal Board
Julie Hansen  
Former Chair Steering Committee  
Western Coastal Board
Robert Coco  
General Manager  
Boating Industry Association of Victoria
Craig Murdoch  
Senior Fisheries Management Officer  
DPI – Fisheries Victoria
Geoff Brooks  
Senior Coastal Planner  
Department of Sustainability & Environment
David Clarke  
Chief Executive Officer  
Great Ocean Road Coast Committee
Geoff Swanton  
Acting Manager – Waterway Management  
Marine Safety Victoria
Peter Burns  
Visitor Services Coordinator  
Parks Victoria
Peter Robertson  
Acting Director City Infrastructure  
Warrnambool City Council (Local Government)
Steve Blackley  
Executive Officer  
Western Coastal Board

Note: all Steering Committee members are members of the Reference Group

Reference Group Members

Garry Kerr  
President  
Anglesea Aireys Angling Club
Jim Tutt  
Member  
Anglesea Motor Yacht Club
Gary McPike  
General Manager  
Apollo Bay/Kennett River Foreshore CoM
Peter Barrow  
Commander  
VF8 Australian Volunteer Coast Guard
Ranjani Jha  
Major Projects Manager  
Colac Otway Shire
Alex Green  
Director Works and Services  
Corangamite Shire Council
Michael Noeker  
Senior Environmental Planner  
Department of Sustainability & Environment
Michael Fitzgerald  
Environment Protection Officer  
Environment Protection Authority
Garry Bebbington  
Economic Development Manager  
Glennelg Shire Council
Matthew Ponsford  
South West Regional Officer  
Life Saving Victoria
Dean Robertson  
Interim Manager Business and Tourism  
Moyne Shire Council
Owen Reid  
Secretary  
Port Campbell Boat Club
Lyndell Driscoll  
Secretary  
Port Campbell Professional Fishers
Max Dumensy  
Port Manager  
Port of Port Fairy
Ron Jacobs  
Fisherman  
Seafood Industry of Victoria
Mr Dean Webster  
Councillor  
Surf Coast Shire
Shane Korth  
Secretary  
Torquay Angling Club
Gregory Baeck  
Captain  
Torquay Marine Rescue Service
Adam Stevens  
CAP Representative  
Torquay Marine Rescue Service
John Hotchin  
Board Member  
VR Fish
Ross Killborn  
Chief Executive Officer  
Yachting Victoria
Appendix B

Levels of Service for the Boating Hierarchy

A **State Marine Precinct** incorporates facilities of national, state, regional and local significance and meets the following criteria:

- A State level of significance that provides a key boating and tourist destination.
- A high level of investment as a key boating activity centre.
- An exceptional level of service that caters for a wide range of boating activity and skill levels.
- Provides a safe harbour and controlled water space.
- Services a wide catchment area at major population centres.
- Provides all tide access.
- Provides public access to the facility and coastal environment and servicing facilities.
- Commercial shipping activities may be present.

A **Regional Boating Facility** will either provide a range of services and facilities at one location or be a facility that due to its size provides for a large catchment, and meets the following criteria:

- A high level of significance that provides a boating destination.
- A high level of investment as a key boating activity centre.
- An exceptional level of service provision that caters for a wide range of boating activity and skill levels.
- A safe harbour may be, but is not necessarily, provided.
- Services a wide catchment area.
- Provides public access to the facility and coastal environment and servicing facilities.

A **District Boating Facility** will generally provide for one type of boating activity and may also function at a higher level during the peak boating season, and meets the following criteria:

- A reduced level of significance that generally provides for one type of boating activity.
- A level of investment that ensures these facilities provide for gaps in the regional network of boating facilities.
- A high level of service that caters for specific types of boating activities at each facility.
- A safe harbour may be, but is not necessarily, provided.
- Services a smaller catchment area than a regional facility.
- Provides public access.

A **Local Boating Facility** will be a locally significant facility that provides boating access, and meets the following criteria:

- Does not generate major investment opportunities or responsibilities.
- A good quality level of service that caters for local access to boating but does not have a wide range of services or facilities.
- A safe harbour is not expected to be provided.
- Services a local catchment area for smaller populations and may also function at a higher level during peak periods.
- Provides public access.

An **Informal Boating Facility** will have a local level of significance and provide an unstructured opportunity for boating access, and meets the following criteria:

- A facility at the neighbourhood level of significance that provides an unstructured opportunity for boating access.
- Requires only minimal investment.
- A standard of service that caters for informal boating activity with a low range of services.
- Services a neighbourhood catchment area.
- Provides public access to the foreshore at approved access points.
### Key Questions Addressed by this Boating CAP

<table>
<thead>
<tr>
<th>Key Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whether the upgrade of an existing facility or the development of a new facility diversifies the boating opportunities available in the network generally or within a strategic boating area in which the facility is/will be located.</td>
<td>This Boating CAP recommends a hierarchy with 2 designated State Marine Precincts, 3 Regional Boating Facilities, 1 District Boating Facility, 25 Local Boating Facilities and 10 Informal Boating Facilities. The focus is on the maintenance and upgrade of existing facilities rather than the development of new facilities in new locations. The hierarchy will help to enhance and diversify the network of boating facilities along the Western Victorian coastline.</td>
</tr>
<tr>
<td>Whether an increased level of service will be provided in a strategic boating area and whether additional capacity will meet existing un-serviced demand.</td>
<td>The most significant increases proposed in the levels of service (between current and future roles) are for Torquay (local to regional), Apollo Bay (district to regional), Warrnambool (district to state) and Portland (regional to state). While this Boating CAP acknowledges a paucity of demand data, community consultation has identified high existing and latent levels of demand that would be catered for in these locations by these increases.</td>
</tr>
<tr>
<td>Whether the role and level of service, either existing or proposed, is consistent with the accepted strategic planning policy for the coast.</td>
<td>This Boating CAP supports the VCS 2008 designations for Portland and Warrnambool (state) and Port Fairy and Apollo Bay (regional). It supports the designation of Nelson as district rather than regional based on the collective cluster of facilities. It also supports the designation of Torquay as regional, which is consistent with its designation (VCS 2008) as a regional centre with high growth potential (the same designation as Portland and Warrnambool).</td>
</tr>
<tr>
<td>Whether an upgrade or development of a new facility will improve the geographic spread and/or capacity of facilities within the network.</td>
<td>The conditions along the coast place natural limitations to the siting and development of boating facilities. There are a limited number of boat nodes in the region where protection has developed over time (e.g. Portland, Apollo Bay). There are also long sections of coastline where conditions rule out the development of boating facilities, predominantly for safety and environmental reasons. Within these constraints, the hierarchy has proposed a reasonable geographic spread and distribution of different levels of service.</td>
</tr>
<tr>
<td>Whether the upgrade or development of the facility will result in negligible or minimal conflicts with surrounding land uses, compared with alternatives, and represents the best practicable option.</td>
<td>The development of any type of facility will need to obtain whatever statutory approvals are required. Specific development proposals associated with regional and state levels of service are, however, likely to pose the highest potential for conflict with surrounding land uses, particularly those for Torquay and Warrnambool, where the greatest physical change would occur. Their designation is dependent on a specific development proposal being able to meet the necessary approval requirements, which will ensure that any potential land use conflicts are identified and assessed in greater detail than is possible within the scope of this study.</td>
</tr>
<tr>
<td>Whether there is sufficient and appropriate land and water space available for an upgraded, expanded or new role.</td>
<td>In most cases this Boating CAP has recommended the maintenance and minor upgrade of existing facilities, so this issue should not arise in most locations. The development of facilities at Portland, Apollo Bay and Port Fairy has been the subject of detailed planning studies that have included extensive public consultation, and while further assessment processes will be required, the question of sufficient and appropriate land and water space has already been examined to some extent. Such assessments have not been made for the type of facilities contemplated by the designated level of service for Torquay and Warrnambool and will need to be addressed in regard to a specific development proposal at these locations.</td>
</tr>
<tr>
<td>Whether the site and location is appropriate and sustainable with respect to coastal processes and conditions and environmental impacts.</td>
<td>The development of structures into the water along open areas of coastline inevitably raises the potential detrimental interference with coastal processes, including the transport of sand and the circulation of water. Structures already exist at Port Fairy, Portland and Apollo Bay and to a lesser extent at Warrnambool. The development of facilities to provide a higher level of service at all locations will only proceed if they are able to demonstrate acceptable and manageable levels of environmental impact through rigorous and separate planning and environmental approval processes. Any new structures along the coast will have to provide information about the amelioration and management of potential impacts.</td>
</tr>
<tr>
<td>Whether land based infrastructure can be located away from the foreshore where it does not require a coastal location.</td>
<td>This Boating CAP has not recommended any new facilities in new locations, but it does support regional and state levels of service for existing sites. A detailed evaluation of coastal and non-coastal dependent land uses will need to be made in the design of specific development proposals. The CAP has not made any recommendation for the decommissioning of any existing facility or part of a facility.</td>
</tr>
</tbody>
</table>
KEY QUESTION | How will possible environmental impacts be considered and how will these influence the provision of boating facilities?
---|---
**MATTER TO BE CONSIDERED** | **RESPONSE**
Whether the site and location will have an adverse impact on significant environmental features. | This Boating CAP has involved a preliminary review of the potential impacts associated with the recommended levels of service at different locations in accordance with the policy provisions of VCS 2008. While not dealing with specific development proposals, it has considered the types of development that would be envisaged by the relevant designation. It is recognised that the higher level service facilities are likely to involve a number of potential impacts. It is also recognised that any preliminary judgements that could be made at this time are not informed by the level of environmental, economic and social impact analysis, independent assessment and community consultation that would be required for a specific proposal for a district, regional or state level facility.

Whether the environmental impacts associated with the construction and maintenance of the facility are minimal. | The approval of any facility consistent with the recommended designated level of service will need to address potential construction and maintenance impacts. Properly siting and designing the facility will make significantly ameliorate ongoing environmental impacts during construction and operation. The preliminary view formed as part of the preparation of this Boating CAP, and the requirements of the approval processes that will follow, provide confidence that the construction and maintenance impacts associated with an approved facility will be manageable.

Whether the possible impacts associated with sea level rise on the operational efficiency and safety are minimal. | This Boating CAP adopts the policy position set out in the VCS 2008. One of the key policy assumptions is that the threat of predicted sea level rise is likely to be most relevant in regard to the discussion of the more significant facilities and infrastructure in the boating hierarchy. The design of specific development proposals, and the impacts they may cause to adjacent areas, will need to address this matter.

Whether significant on-going or initial dredging or disturbance is required, or is minimal compared with alternatives that represent best practice. | Maintenance dredging is currently required at Apollo Bay, Warrnambool and Portland. As discussed above, it is a potential issue in relation to the interception of the movement of sand associated with the construction of structures into open water along the coastline. The build up of sand and the consequent need for on-going dredging is potentially one of the most significant impacts associated with the types of development envisaged by the recommended designation levels of service.

Whether sufficient car parking is provided in an appropriate location with minimal environmental, amenity or community impact. | The locations of the designated higher level of service facilities generally have the capacity to provide for sufficient car parking, but the detailed design of specific development proposals will need to address this matter in detail.
### Appendix C

<table>
<thead>
<tr>
<th>KEY QUESTION</th>
<th>How will possible social and cultural impacts be considered and how will these influence the provision of boating facilities?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MATTER TO BE CONSIDERED</strong></td>
<td><strong>RESPONSE</strong></td>
</tr>
<tr>
<td>Whether the upgrade or development of a new facility will maximise the public good associated with the provision of boating facilities and public access and amenity and integrates with the local community.</td>
<td>This Boating CAP has identified a network of boating facilities with good spatial distribution along the western Victorian coastline. The development of facilities in accordance with the recommended network and level of service will provide for considerably improved public access, amenity and safety. There is the potential to improve public amenity for a wide range of user groups, including boaters, through enhanced foreshore development and integration with adjacent land uses. This will need to be followed through in the preparation of detailed plans for the development of facilities.</td>
</tr>
<tr>
<td>Whether an upgrade or the development of a new facility will improve boater safety.</td>
<td>Safety considerations have played a crucial role in the development of this Boating CAP. No new locations for facilities have been identified, partly in recognition of the difficult and exposed open water conditions that prevail along long sections of the coast. The network and hierarchy of boating facilities recommended will provide more safe harbours, better and safer launch and retrieval facilities, more temporary moorings and better facilities for the coast guard and search and rescue operations. Facilities on a number of rivers are to be maintained with recommendations for on-going maintenance and improvements, in recognition of their important recreational role and as a safer alternative, in many circumstances, to ocean access.</td>
</tr>
<tr>
<td>Whether public access can be provided or enhanced to the facility.</td>
<td>The development of facilities in accordance with the recommended network and hierarchy should provide opportunities to considerably improve public access, particularly at Portland, Warrnambool, Apollo Bay and Torquay. The improvements suggested to a number of local facilities, such as Point Grey at Lorne, will enhance public access and make it safer. There will be opportunities to improve public access for a wide range of user groups in addition to boaters.</td>
</tr>
<tr>
<td>Whether there is the potential for shared recreational and commercial boating facilities</td>
<td>There are a number of existing ramps and facilities that are already used by both recreational and commercial boaters. The opportunity exists to provide for enhanced shared facilities at a number of locations, including Portland, Port Fairy, Warrnambool, Apollo Bay and Torquay by developing facilities in accordance with the recommended network and hierarchy. The opportunity also exists to identify and respond to the different needs of recreational and commercial boaters.</td>
</tr>
<tr>
<td>Whether there will be a reduction in queuing times without over-catering for demand for the majority of the year.</td>
<td>This Boating CAP acknowledges a paucity of demand data for this region and additional research and analysis will be required as part of the subsequent assessment of the feasibility of the development of particular facilities and their detailed design. The network and hierarchy recommended does, however, provide opportunities for the development of additional ramps and the improvement of a number of existing ramps. Together, this should improve the overall capacity, efficiency and safety of launch and retrieval facilities along the western Victorian coastline.</td>
</tr>
<tr>
<td>Whether there will be a detrimental impact on any indigenous or non-indigenous cultural heritage elements associated with the location.</td>
<td>This Boating CAP has not recommended any new locations for the development of boating facilities and has focused on improvements to existing facilities and higher levels of service in existing locations. To this extent, it minimises the potential for detrimental impacts on Indigenous and non-indigenous cultural heritage. Detailed archaeological surveys will be required as part of the assessment of specific development proposals.</td>
</tr>
</tbody>
</table>
### Appendix C

<table>
<thead>
<tr>
<th>KEY QUESTION</th>
<th>How will economic and financial impacts be considered and how will these influence the provision of boating facilities?</th>
</tr>
</thead>
<tbody>
<tr>
<td>MATTER TO BE CONSIDERED</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>Whether the facility is/will be located in areas where future population growth is expected or where there are high levels of visitation</td>
<td>The Coastal Settlement Framework (VCS 2008) has identified Portland, Warrnambool and Torquay as regional centres with high growth potential. This Boating CAP has recommended State Marine Precincts at Portland and Warrnambool and a Regional Boating Facility at Torquay. Regional Boating Facilities are recommended at Apollo Bay and Port Fairy which are identified as having moderate growth potential and have high levels of visitation. Nelson is identified as having low growth potential and has been recommended for a District Boating Facility rather than the Regional Boating Facility recommended in the VCS 2008. All other relevant coastal towns are identified as having low growth potential and are recommended to have Local Boating Facilities.</td>
</tr>
<tr>
<td>Whether the facility supports the local and regional economy</td>
<td>The facilities that would be developed in accordance with the recommended network and hierarchy have the potential to make a significant contribution to the economy of the western region, and in particular locations such as Portland, Warrnambool, Port Fairy, Apollo Bay and Torquay. The facilities would have the potential to increase levels of visitation and associated expenditure with potential flow on benefits to local businesses.</td>
</tr>
<tr>
<td>Whether maintenance costs can be identified and funded or can be minimised for the facility</td>
<td>The higher level of service facilities recommended by this Boating CAP are only likely to eventuate with considerable levels of private investment. There will be an ongoing role for local and State Government. However, there will be a need to resolve funding and resourcing requirements for the preparation of specific development proposals and their assessment, construction and maintenance.</td>
</tr>
<tr>
<td>Whether an on-going revenue stream exists for maintenance to ensure that the facility will form a viable and enduring part of the network</td>
<td>This Boating CAP recommends the maintenance and minor improvements of most of the existing Local Boating Facilities and anticipates that this will fall within the ongoing capital works budgets of Local Government and Parks Victoria.</td>
</tr>
</tbody>
</table>

### Under what circumstances will the decommissioning and removal or downgrading of an existing facility be considered?

<table>
<thead>
<tr>
<th>KEY QUESTION</th>
<th>Under what circumstances will the decommissioning and removal or downgrading of an existing facility be considered?</th>
</tr>
</thead>
<tbody>
<tr>
<td>MATTER TO BE CONSIDERED</td>
<td>RESPONSE</td>
</tr>
<tr>
<td>Whether the facility is providing for an existing or reasonably foreseeable boating demand. Whether the facility is appropriately located and whether there are alternative facilities in close proximity. Whether one or more of the following are also applicable:</td>
<td>This Boating CAP has not recommended the decommissioning, removal or downgrading of any existing boating facilities.</td>
</tr>
<tr>
<td>• An upgrade is not considered a strategic priority for the network of boating facilities. • On-going maintenance liabilities significantly outweigh the benefits. • The removal or closure of the facility will not detrimentally impact on the network and/or the decommissioning is timed with local upgrades. • The removal or closure of the facility will result in improved coastal processes. • Public access to the coast and/or foreshore can be enhanced by the closure. • The facility is causing damage to or negative impact on the coastal marine environment. • The facility is in such structural poor condition that it presents a risk to users. • The facility provides boat launching into dangerous waters.</td>
<td></td>
</tr>
</tbody>
</table>