

Recreational Boating Facilities Framework

February 2014



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Executive Summary

Recreational boating is a significant activity on the central coast, especially on Port Phillip and Western Port Bays, which offer diverse boating opportunities. More than half of the registered boats in Victoria are based in this region. The region includes Melbourne, home to nearly 75% of the Victorian population. Boating is an important recreational activity for a growing number of Victorians, and delivers economic benefit to coastal communities through visitation and tourism.

Boating requires investment in supporting facilities. An estimated 98% of Victorian recreational boats are trailerable, placing considerable pressure on boat ramps. Demand is growing, particularly at peak periods, and has not been matched by maintenance and provision of facilities.

In 2007, the Central Coastal Board (CCB) prepared a five-year Boating Coastal Action Plan (BCAP) for the region. In reviewing the BCAP in 2013, stakeholders said it was a useful planning tool in translating the Victorian Coastal Strategy (VCS), but had not resulted in better boating facilities.

The CCB's role includes providing advice to the Minister for Environment and Climate Change. The Minister has requested that in 2014, the CCB prepare a Regional Coastal Action Plan (RCAP) and that the previous BCAP be updated and integrated into it. This Recreational Boating Facilities Framework consolidates the information on the current state and preferred future of recreational boating facilities, to be integrated into the forthcoming RCAP.

Preparation of the Recreational Boating Facilities Framework has drawn from:

- the Boating CAP 2007 which has been extensively reviewed
- input from an interagency steering committee
- stakeholder workshops in five locations around the bays and various individual meetings
- an extensive update of the Boating Service Levels Index (BSLI)
- an update on boating trends and demand.

The key issues that have been identified to deliver effective planning for boating facilities are:

- recreational boating policy to clarify ownership and responsibility within State government
- funding to address identified priorities for development and maintenance of facilities
- better planning and solutions for peak demand periods
- better data to assist strategic planning and provide reliable long-term forecasts.

The BSLI for 2013 showed 22% of facilities were rated as poor, 56% as average and only 22% were good, despite government and private investment in maintaining existing boating facilities, and developing new ones over the last five years. This is a small improvement from the 2007 figures, as is explained in more detail in Appendix 5.

As in the Boating CAP, a network of boating facilities and the Boating Hierarchy are the key concepts used in translating the Victorian Coastal Strategy in the region and developing a planning framework for regional boating.

Whilst the Boating Hierarchy may guide investment priorities, these priorities must be considered in the context of future growth corridors, particularly for the metropolitan region, and recognition of the value of the marine environment and the need for shared access to the coast.

The upcoming Regional CAP provides an opportunity for the CCB to recommend better outcomes for recreational boating and achieve the vision of:

'a highly valued, efficient and sustainable network of boating facilities providing safe access to the coast'.

Introduction

The Victorian Coastal Strategy (VCS) sets the policy direction and provides a framework for planning and management of the coastal environment, including planning for boating facilities (the 2002 VCS introduced the boating hierarchy). The CCB applied this framework to the central region in preparing the Boating CAP in 2007.

The Boating CAP describes the criteria to enable development of a hierarchy of boating facilities and associated levels of service. This translates to a strategic context and guidance for the location and scale of each boating facility within the regional network of facilities, and helps to establish direction and priorities for future public and private investment to support recreational boating.

The Boating CAP has been reviewed as required under the *Coastal Management Act 1995*. The review report (2013) includes comments from lead agencies on the status of actions in the CAP and comments from stakeholders on its general effectiveness.

The Minister for Environment and Climate Change has requested that in 2014, the CCB prepare a Regional Coastal Action Plan (RCAP) for the central region. Rather than revising the Boating CAP the CCB has prepared this Recreational Boating Facilities Framework (RBFF) to assist the transition from a specialised Boating CAP to an integrated Regional CAP.

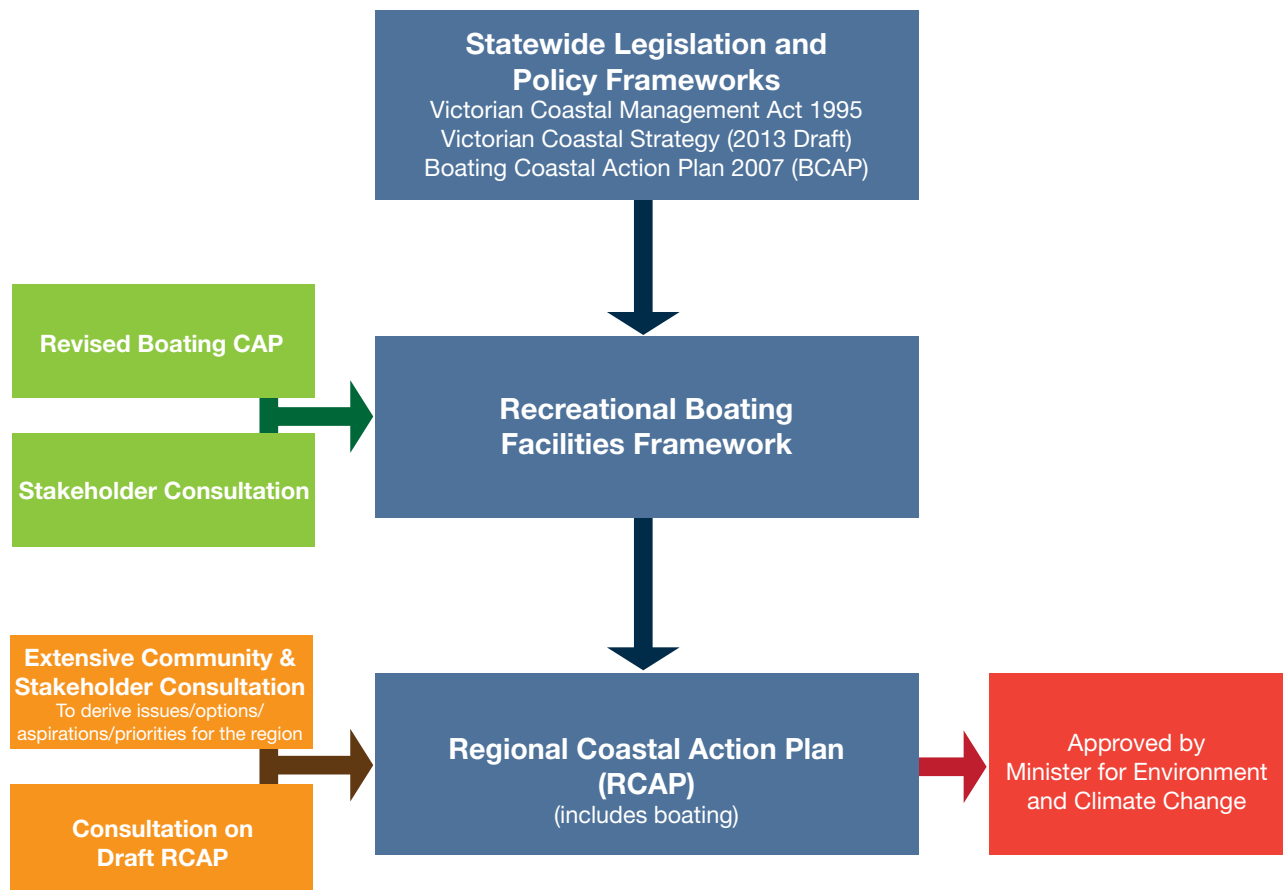


Figure 1 Process and context for the Recreational Boating Facilities Framework

The Boating CAP (2007) will remain current until the Regional CAP is developed and approved by the Minister. The process of preparing the RBFF has provided the opportunity to:

- Consult with stakeholders and relevant government agencies (assisted by a project steering committee, see Appendix 1) to better understand some of the key issues that challenge effective planning for boating facilities
- Provide a 2013 update of the information on boating facilities in the central region (Part 3 Boating Area Precincts) and the Boating Service Levels Index (BSLI) Report
- Update the planning context that includes research on boating trends and demand (Appendix 2), the broader legislative and policy influences (Appendix 3) and a brief outline of the roles and responsibilities of key agencies in planning and managing boating facilities (Appendix 4)
- Translate the VCS at the regional level and propose a planning framework for improving recreational boating facilities in the central region (Part 2 of the RBFF). This framework will be considered for integration into the Regional CAP
- Identify a 2030 future for boating facilities based on the direction from the Draft VCS. Note, *Plan Melbourne* has recently been released that aims to shape Melbourne until 2050. The timing of the Regional CAP provides a better opportunity to align with this plan.

In essence the RBFF functions as a 'resources and uses' report that leads into the Regional CAP planning study. The main users of the report will be government namely, the Department of Transport, Planning and Local Infrastructure (DTPLI), the Department of Environment and Primary Industries (DEPI), Parks Victoria and local government.

The CCB will prepare the Regional CAP in partnership with the VCC, other Regional Coastal Boards and DEPI.

The Draft Victorian Coastal Strategy (VCS) 2013 has indicated what the boating section of the Regional Coastal Action Plans (CAPs) will need to consider:

- Matching boating demand with strategically and safely located facilities
- Balancing boater and other users' needs both on land and in the water
- Providing access to the water for a range of boating users in accordance with the Recreational Boating Facility Hierarchy 2030 (Map 2)
- Minimising the impact of boating use and facilities on the environment

The VCS also provides planning direction in adapting to a changing climate and increased coastal hazards. It introduces three planning benchmarks that recognise sea level rise will occur over time. Planning for boating should consider the life of the asset against these benchmarks.



Part 1

The Recreational Boating Facilities Framework



Part 1 The Recreational Boating Facilities Framework

1.1 The study area

The central coastal region comprises the 13 local government areas with coastal frontage to Port Phillip and Western Port, extending from the western boundary of the City of Greater Geelong (near Breamlea) to the eastern boundary of Bass Coast Shire (near Inverloch). Given the importance of boating in the lower reaches of the region's rivers, these areas are also included. Specific area definitions are provided on relevant maps for each boating area planning precinct (see Part 3).

1.2 The assessment of boating facilities

Boating is largely a coastal dependent activity. For the purposes of this report it is defined as:

'an on-water activity that involves a range of powered and non-powered recreational craft for the purpose of competitive and recreational boating and associated social activities and events'

The Recreational Boating Facilities Framework identifies five types of boating facilities, each providing different services and functions:

- Boat ramp
- Marina
- Multipurpose/Safe Haven
- Jetty
- Yacht Club/Motor Boat Club

Commercial facilities are not considered.



Figure 2 Central coastal region

There are 211 boating facilities in the central region (2013). Thirty six more facilities have been identified than in 2007 for the Boating CAP. The reason for this is in the way the components of large facilities have been counted, improved aerial photography in 2012/13 to identify facilities and the fact that some facilities were omitted from the 2007 Boating CAP.

The Boating Service Levels Index (BSLI) assessment was undertaken for the Boating CAP and repeated for this report to provide a snapshot of the existing condition of each boating facility and the services it provides. Data was collected on an assets sheet completed by the facility manager.

Three general categories are used for the overall BSLI rating of facilities; poor, average and good. In 2013 80% of the BSLI assets sheets were completed. Of these, 22% of facilities were rated as poor, 56% as average and 22% as good. This represents a general improvement in the overall condition of facilities since 2007 (see *Appendix 5* for details of this assessment).

As part of the consultation in preparing this report, there have been various suggestions for improving the BSLI methodology including:

- Make it more objective by including measures around age, size and functionality of a facility
- Engage an independent engineer to conduct the assessment and include an audit process
- Revise the weightings given to the key factors assessed
- Clarify the assessment of environmental impact and include impacts from boaters at various boating destinations.

The data has only been used for indicative purposes and provides a useful snapshot of the condition of boating facilities, a more detailed assessment would be required as a basis for investment decisions.

1.3 The boating context

The boating industry is well established in Victoria and a significant contributor to the economy. It is experiencing growth in line with population growth (see Appendix 2 for market and demand update). Planning for recreational boating is made more complex by seasonality and the factors influencing demand, for example, peak demand tends to align with the fishing season and summer holiday period.

Whilst the projected demand for boating facilities is growing, the provision of infrastructure is already restrained in a number of places along the metropolitan coast especially during peak periods. In particular, the congestion on land and the need for more efficient use of boat ramps and parking areas is an issue. It is also important to recognise the need for shared use of coastal Crown land and water areas with other coastal recreational pursuits, residents, visitors and tourists.

The boating facilities within the central coastal area are maintained and developed by the facility managers. A key source of funding available to facility managers to develop facilities is the Boating Safety and Facilities Program administered by the Department of Transport, Planning and Local Infrastructure. The government has allocated \$20 million over four years to fund this program. A list of recent grants can be found on the Department's web site (www.dtpli.vic.gov.au).

Other recent government initiatives include funding the dredging of Mordialloc and Kananook Creeks and critical infrastructure works at Mornington Pier, St Kilda timber jetty, St Kilda and Portarlington piers and Rhyll pontoon. These types of initiatives ensure that key boating and public infrastructure is fit-for-purpose.

Significant private investment in boating facilities has also occurred over the past five years, for example, the development of Wyndham Cove harbour, upgrade of berthing facilities in St Kilda Harbour, improvements to boating clubs in Hobsons Bay and developments in Docklands, to name just a few.

The amount spent on maintenance of existing boating facilities is not readily available, but is likely to be in the millions of dollars per annum. Revenue generated from boat launching and car parking fees is also not well documented and difficult to ascertain.

1.4 Stakeholder consultation

As part of the process of developing the Recreational Boating Facilities Framework, workshops were held at Portarlington, Port Melbourne, Elwood, Rosebud and Newhaven to consider some of the issues facing recreational boating and seek feedback on boating becoming part of a new Regional CAP. Attendees comprised land and boating facility managers, State government representatives and members from various interest groups.

Some key boating issues and challenges were identified including:

- Insufficient government funding for development and maintenance of facilities, and lack of transparency in how funds from boat licences are allocated
- Unclear roles and responsibilities across and within levels of government in planning for and managing boating activities and infrastructure
- Peak demand causing congestion on boat ramps and parking issues.

The workshops also identified a range of improvements that would assist boating namely:

- Understanding how demographic information and forecasting could assist planning and being able to obtain the relevant data
- Identifying ways to use existing infrastructure more efficiently, particularly the operation of boat ramps
- Predicting demand in peak times and providing better information to boaters including estimated travel and launch times
- Maximising opportunities for private sector investment in boating by introducing longer leases over public land and decreasing State subsidy of moorings and other services
- Streamlining the approach to planning approvals to upgrade or develop boating infrastructure.

In moving from a specific boating CAP to a Regional CAP that includes a section on boating stakeholders wanted the new CAP to:

- Develop a system of nodes or zones to identify priority use and assist decision making on foreshore areas
- Undertake a regional level assessment of where improved access to the water is needed and determine priorities for investment
- Identify safe havens, sites that could be expanded, cruising/tourism destinations around the bays and locations for more and larger boat ramps.

Part 2

The Planning Framework



Part 2 The Planning Framework

2.1 Vision and Guiding Principles

Planning for the future of recreational boating draws on a vision for:

A highly valued, efficient and sustainable network of boating facilities providing safe access to the coast

A highly valued efficient and sustainable network of boating facilities means:

- Boaters value and enjoy their boating experiences.
- As competing demands for use of the coast increase, the need to use the existing boating facilities more efficiently for example, improving boat launch and retrieval is important.
- The use of the coast must be consistent with sustaining a healthy and productive coast over the long term.
- A network of boating facilities across the region provides a range of boating opportunities.

Providing safe access to the coast

Facilities will consider safety of users both on land and on the water.

Guiding Principles

Three guiding principles, that reflect the Victorian Coastal Strategy hierarchy of principles, have been identified in planning for recreational boating which together seek to achieve a sustainable balance between providing for boating activities and protecting environmental and cultural values:

- Protect ecologically and culturally significant areas
- Provide safe and affordable boating infrastructure that addresses shared-access issues
- Promote tourism and recreational boating opportunities in a sustainable way.

2.2 The Network of Boating Facilities and Boating Hierarchy

Goals

- A network of recreational boating facilities and water-based activity facilities will be established, with each facility providing a level of service appropriate to its role in the hierarchy
- Appropriate levels of service will be delivered through an integrated approach to onshore and offshore facility components
- The location and design of facilities will respond to demand, safety considerations, coastal processes and the natural environment

The VCS uses the concept of a 'network' of boating facilities as a planning tool to consider the geographical distribution of the different levels of boating facilities within each coastal region. This provides a strategic context for assessing the upgrade of any boating facility, or development of new facilities, in terms of the range of boating opportunities that already exist.

The boating hierarchy is based on the facilities and services provided at a boating facility and the catchment of the facility. The hierarchy ranges from a wide catchment area at major population centres to local catchments servicing a small group of people. The VCS identifies five levels of facilities namely, State marine precinct, regional, district, local and informal facilities as described in Table 1. These categories are to be applied to all existing and proposed boating facilities in the region.

The central coastal region includes three areas designated as State Marine Precincts: the Melbourne CBD, Geelong waterfront and the Port of Hastings as shown in Figure 3.

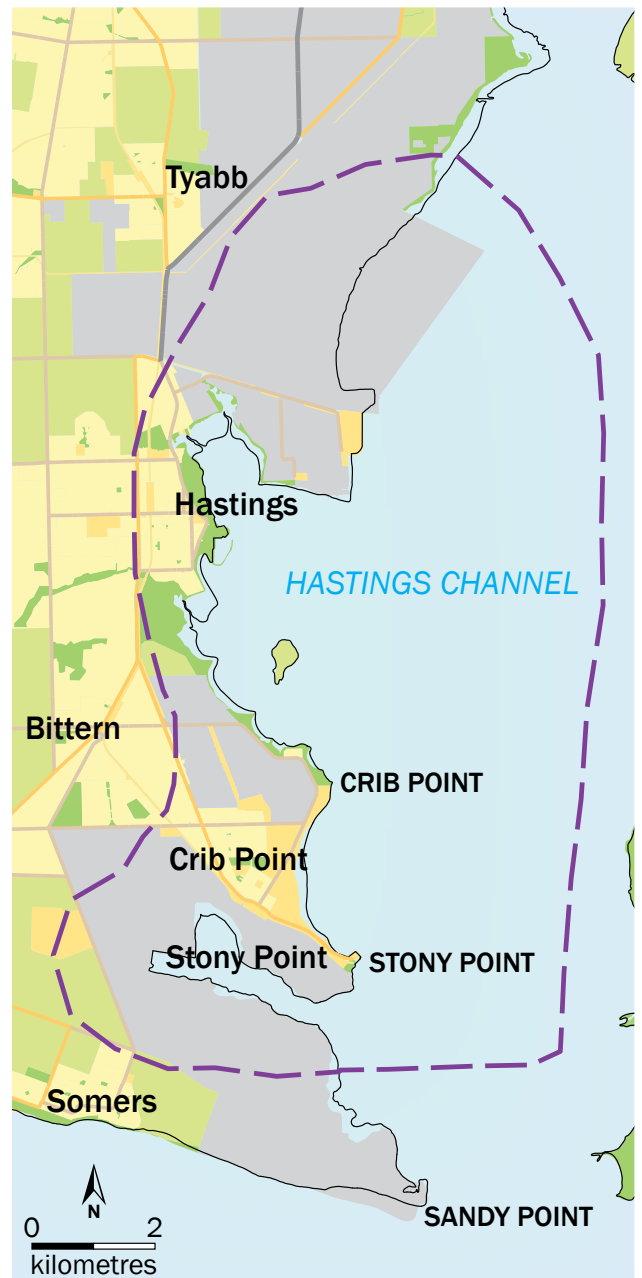


Figure 3 State Marine Precincts

Table 1 Boating hierarchy for the central coastal region (Source: Boating CAP)

Description/Definition	Types of Facility	Criteria
State Marine Precinct		
A State Marine Precinct incorporates facilities of international, national, state, regional and local significance	All – these include ports, marinas, charter boat facilities, slip facilities, waterfront activities, marine services, piers, jetties, moorings & ramps	<ul style="list-style-type: none"> State level of significance that provides a key boating and tourist destination Commercial shipping potentially a dominant activity High level of investment as a key boating activity centre Exceptional level of service that caters for a wide range of boating activity and skill levels Safe haven and controlled water space Wide catchment area, with an even spatial distribution, at major population centres All tide access Public access to the facility and coastal environment Servicing facilities
Regional Boating Facility		
A regional boating facility 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, provides for a large catchment	Regional boat ramps, marinas, piers / jetties, moorings, maintenance and service facilities, harbours	<ul style="list-style-type: none"> 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 Provision of a safe haven Provision of maintenance and service facilities Wide catchment area, with an even spatial distribution, at major population centres All tide access Public access to the facility and coastal environment A key boating destination within the network
District Boating Facility		
A district boating facility generally provides for one type of boating activity. There may be a number of district boating facilities within the same proximity/ community but serving different boating needs. A district facility may also function at a higher level during the peak boating season	Marinas, boat ramps, piers / jetties, moorings, yacht clubs and servicing facilities	<ul style="list-style-type: none"> Level of investment that provides for gaps in the network of regional boating facilities High level of service provision that caters for specific types of boating activities at each facility Harbour which provides haven in some weather conditions Restricted tidal access Smaller catchment area at the community level Public access to the facility Boating destination
Local Boating Facility		
A local boating facility is a locally significant facility that provides boating access	Boat ramps, yacht clubs / boat clubs, piers / jetties, moorings, boatsheds	<ul style="list-style-type: none"> Relatively lower level of investment Good quality boating facilities that cater for local access to the coast, but do not have a wide range of other services Harbour or safe haven not expected Local catchment area for smaller populations Public access
Informal Boating Facility		
An informal boating facility has a local level of significance and provides an unstructured opportunity for boating access	Across beach access point, car parking, scattered moorings not associated with any specific boating facility	<ul style="list-style-type: none"> Minimal investment No boating facilities at the foreshore, other than those required to gain access to the beach Possible local tie-up through permanent swing mooring not associated with a boating facility Local through to regional catchment areas for across-the-beach boating activity Public access to the foreshore at existing and approved access points

Table 2 details the range of functions and service levels the boating facilities across the hierarchy aim to provide.

Boating facilities in the central coastal region are a mix of public and private facilities. Facilities described as public are generally able to be used by anyone, whereas those described as private typically require membership of a club and public access is generally limited. Most of the existing private boating facilities are associated with yacht clubs or motor boat clubs. As well as facilitating launch and retrieval on the coast, boating facilities perform other functions including destination or 'tie-up' points, a safe haven, gathering places and places of general public interest. A safe haven within the hierarchy is provided by either a regional or district level facility.

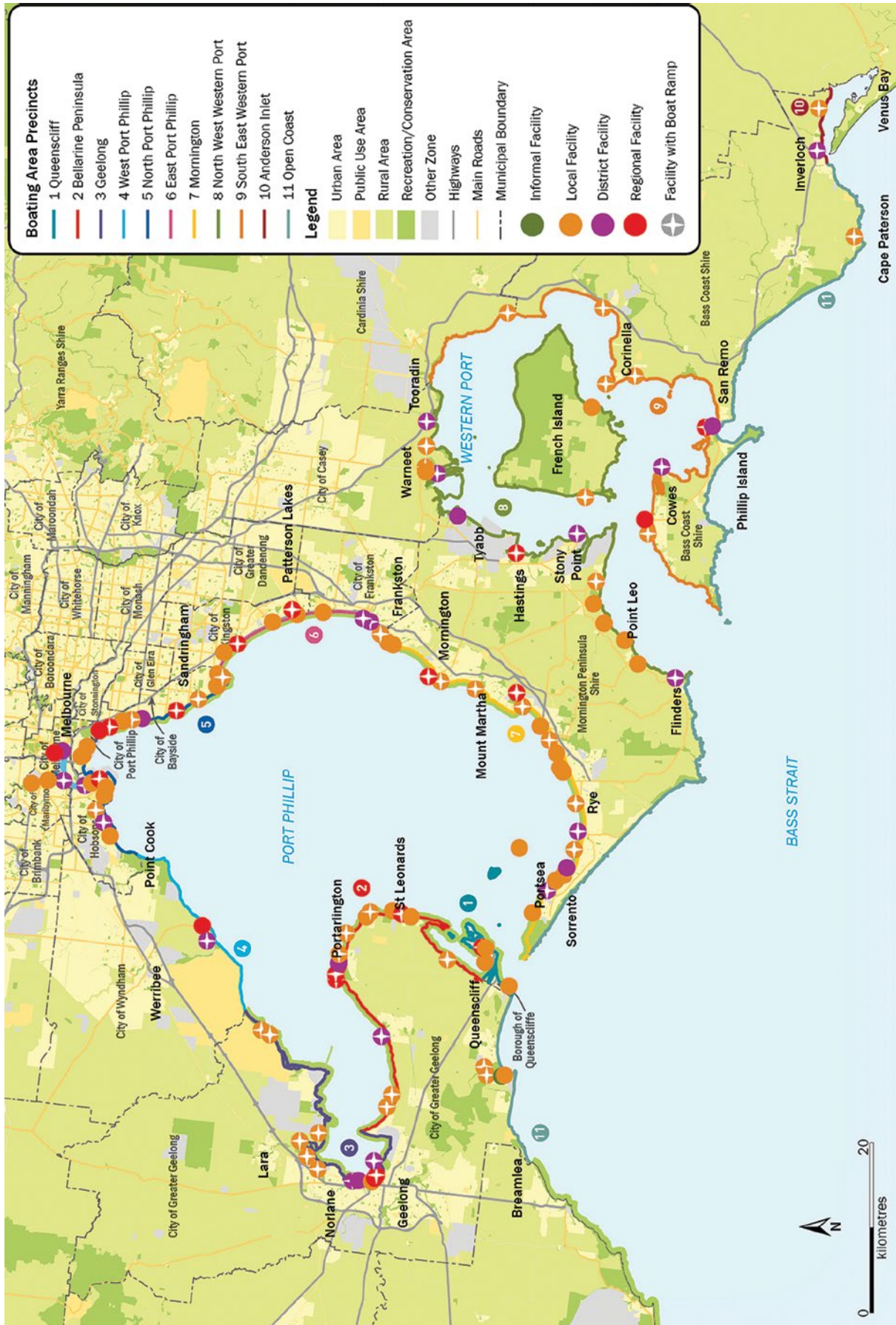
The existing network of boating facilities and a proposed 2030 future are shown in Maps 1 and 2. Facilities for which a change in the hierarchy level is proposed by 2030 are shown in Table 9 Appendix 6.

While protecting the environment and ensuring safety remain over-riding considerations, the strategic priorities for boating, in order, are:

- i. Improving the level of service and efficiency of existing facilities
- ii. Upgrading facilities to meet proposed future roles in the boating hierarchy
- iii. Adding value to the boating network through the provision of new facilities
- iv. Decommissioning redundant or poorly sited facilities

Swing moorings are a significant feature of Port Phillip and Western Port and help provide the diversity of access for boaters. There are about 3,000 swing moorings.

The trial of using temporary mooring on the Mornington Peninsula over the summer school holidays has proven to be popular and a good way to reduce the demand on boat ramps over this period and should be considered as an alternative management option in peak demand areas and times.



Map 1 Existing network of boating facilities

Table 2 Facilities and services across the Boating Hierarchy (Revised from Boating CAP)

Facility/Service	Boating Facility				
	State	Regional	District	Local	Informal
✓ Required					
○ Optional					
✗ Not provided					
General and Access*					
Capacity for major public boating events	✓	○	○	✗	✗
Safe Haven	✓	✓	○	✗	✗
Public Access	✓	✓	✓	○	✓
Car Parking	✓	✓	✓	✓	○
Launch, Retrieval and temporary mooring					
Boat Ramps	✓	✓	○	○	✗
Pier/Jetty	✓	✓	○	○	✗
Berthing					
Public (Casual) Berths	✓	✓	○	✗	✗
Wet Berths	✓	✓	○	○	✗
Dry Berths	✓	✓	○	✗	✗
Moorings	✓	○	○	○	○
Services/Utilities					
Fuel	✓	○	○	○	○
Pumpout	✓	✓	✓	○	✗
Toilets	✓	✓	✓	○	✗
Washdown	✓	○	○	○	○
Fish cleaning	○	○	○	○	○
Security	✓	✓	○	✗	✗
Nav aids	✓	✓	○	○	○
Service utilities (power/water/lighting)	✓	✓	✓	○	✗
Maintenance Facilities					
Boat repair and servicing	✓	○	○	✗	✗
Chandlery/Boating retail	✓	○	○	✗	✗
Recreational /Tourist Facilities					
Commercial vessel berthing facilities (including ferries)	✓	✓	○	✗	✗
Boat hire/charter	✓	✓	○	✗	✗
Community Facilities (including club rooms)	✓	✓	○	○	✗
Recreational facilities (including picnic tables, walkways)	✓	✓	○	○	○
Retail or entertainment and land based uses/attractors	✓	○	○	✗	✗
Community use, access and enjoyment of the facility	✓	✓	✓	✓	✓

Note:* Principles related to disabled access apply

2.2.1 Upgrading a facility

A detailed assessment of the location, environmental, social and economic criteria (Table 3) should be undertaken at an early stage in the planning process for any development that upgrades a facility to a higher order role in the boating hierarchy. Where boating facilities impact on Crown land, land managers should ensure these criteria are satisfactorily addressed prior to a proponent seeking formal planning approval.

Table 3 Criteria for upgrading existing facilities or assessing new facilities

(Revised from Boating CAP)

Criteria
<p>Function and Location</p> <ul style="list-style-type: none"> The geographic spread and/or capacity of facilities within the network will be improved and boating opportunities will be diversified The role is consistent with any structure planning for adjoining activity centres There is sufficient and appropriate land and water space available for an expanded role (including, where relevant, for the creation of a safe haven and locating facilities away from the foreshore where they do not require a coastal location) The development of the facility can balance boater and other users' needs both on land and in the water The upgrade will improve safety
<p>Environmental</p> <ul style="list-style-type: none"> The site and location selected will not have an adverse impact on significant environmental features and protect significant environmental values The environmental impacts including impacts on water quality associated with the construction and maintenance of the facility will be minimal Significant initial or ongoing dredging is not required, or is minimal compared with alternative sites and represents best practice Sufficient car parking is provided in an appropriate location with minimal environmental, amenity or community impacts The upgrade will not have a detrimental impact on indigenous or non-indigenous cultural values The location is sustainable with respect to coastal processes
<p>Social</p> <ul style="list-style-type: none"> Shared access can be provided or enhanced to the facility and the facility can be integrated with other community amenities Public benefit is maximized in association with the provision of boating services and facilities Queuing times will be reduced without over-catering for demand for the majority of the year
<p>Economic</p> <ul style="list-style-type: none"> Maintenance costs are identified and funded so that the facility will form a viable and enduring part of the network The facility location matches areas where future population growth is expected or boating demand is high

2.2.2 Decommissioning or downgrading a facility

An existing boating facility should be considered for decommissioning and removal or downgrading from the network when a process of local consultation has been undertaken and where the criteria are met as listed in Table 4.

Table 4 Demand and location criteria

Demand and Location Criteria
<p>The facility is inappropriately located, with alternative facilities in close proximity</p> <p>In addition, one (or more) of the following criteria is applicable:</p> <ul style="list-style-type: none"> Upgrade is not considered a strategic priority for the network of boating facilities Ongoing maintenance liabilities significantly outweigh 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, or peoples' impact from using the facility, is causing damage to, or negative impact on the foreshore and/or marine environment i.e. a carrying capacity for areas adjacent to boating facilities may also need to be recognised The facility is a potential risk to boater safety, either on land (for example, inappropriate parking) or in the water

Informal boating facilities or locations where access is provided to the foreshore will be permitted at appropriate locations where the following can be demonstrated:

- The impact of the access is not adversely affecting other users and the foreshore environment
- The cost of maintaining access justifies the benefits it provides
- There are users of, and demonstrated demand for, the access
- Use of the facility does not represent a potential risk
- A coastal management plan identifies the access as appropriate.

2.2.3 The planning context

Although a boating facility may be shown at a higher level in the 2030 boating network (Map 2) this does not provide formal planning approval to upgrade the facility or undertake any works. Applications for use and development in the coastal and marine environment and particularly coastal Crown land are considered under the legislative framework of the *Coastal Management Act 1995* and *Planning and Environment Act 1987* and the policy direction of the Victorian Coastal Strategy (VCS).

The issue of climate change and planning for sea level rise is considered by referring to the VCS and relevant planning tools provided by DTPLI and DEPI.

The *Aboriginal Heritage Act 2006* and Regulations established to recognise, protect and conserve Aboriginal cultural heritage in Victoria, may trigger the need for a Cultural Heritage Management Plan for proposals on the coast.

The *Environmental Effects Act 1978* provides for assessment of proposed projects that are capable of having a significant effect on the environment, which often includes major works such as a harbour development. The *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth) will be triggered if the development impacts on areas of national environmental significance, for example a Ramsar site.

2.2.4 Desired outcomes in planning for recreational boating

1. The boating hierarchy provides strategic direction in planning for recreational boating facilities and is instrumental in determining the priorities for investment in upgrading and developing new facilities
2. While protecting the environment and ensuring safety, priority is given to improving the level of service and efficiency of existing facilities, upgrading facilities to meet proposed future roles and adding value to the boating network through the provision of new facilities (see map 2 for 2030 boating network)
3. The Regional CAP integrates the demands for boating, Plan Melbourne and the development of major activity centres with nearby existing or proposed boating facilities
4. That a statewide strategy is put in place to assist in funding investment in boating facilities

2.3 Strategic Directions

2.3.1 Sustainable development

Goals

- Protect significant natural coastal values
- Protect Indigenous and non-Indigenous cultural heritage in the use and development of the coastal environment
- Protect water quality in the bays from illegal sewage discharge from boats

Boating, unlike some coastal activities, has an infrastructure footprint and potentially boaters can have an adverse impact on sensitive natural areas. Possible impacts from boating include rubbish and pollution, the spread of marine pests, damage from dredging and mooring chains and sedimentation from breakwaters. There are also people impacts where boaters come ashore and may disturb migratory shorebirds at key Ramsar sites or locally significant heritage areas.

New technologies are improving the sustainability of boating activities, for example holding tanks, cleaner engines, improved anti-fouling treatments and use of solar power for on-board appliances. Improved design of facilities can also assist by managing on-site drainage, grey water and sewage and bilge water to prevent contaminants entering the ocean.

Desired Outcomes

1. The use of popular marine protected area destinations by boaters, SCUBA divers and snorkelers is monitored and managed to avoid adverse impacts
2. Information is provided to boaters on how they can help protect the marine environment, water quality, sensitive marine protected areas and Ramsar sites
3. Potential impacts to environmental and heritage values are avoided in planning, development and management of boating facilities and activities
4. Wash down facilities are promoted as important to marine pest management and boat maintenance
5. Dredging is minimized when designing new or upgrading existing boating facilities. If essential, dredging is in accordance with approved dredging guidelines
6. Detailed investigations of sediment movement are undertaken prior to construction of structures on the coast and any adverse impacts on adjacent areas are prevented

2.3.2 Boating safety and standards

Goal

- Design boating facilities to provide safe access to and from the water

Boating facilities need to be designed to promote safety, however not all safe havens can necessarily be constructed to provide quiet water in all conditions around Port Phillip and Western Port. Some locations may only provide limited protection under certain wind or wave conditions. Harbours are currently provided at a number of locations around the two bays (mainly regional and higher level facilities), and some rivers and creeks provide haven.

Safety also needs to be addressed in boating activities through water zones and managing the behaviour of boaters and particularly Personal Water Craft.

Desired Outcomes

1. Safe havens are developed at strategic locations around Port Phillip and Western Port, having regard to reasonable boat travel times
2. Boating facilities are designed and maintained by addressing safety as a key requirement i.e. to comply with relevant Australian Standards and other regulatory requirements
3. Risk assessment and remedial actions are undertaken at locations where there is a real or perceived risk to the safety of boaters, or damage to boats arising from the design, maintenance, operation or use of facilities
4. Signage provided that assists with communication about risks and helps support multiple use of the coast

2.3.3 Balancing demand for coastal space

Goals

- Balance the use of coastal Crown land to ensure equitable access, whilst preserving the resource and maintaining amenity for residents and visitors
- Ensure the built environment on coastal Crown land is confined to structures providing significant community benefit and to those whose functionality depends on them being near the water

Coastal space is highly valued for its visual amenity, the sense of well-being it engenders, and the number of activities that can be enjoyed on and offshore. It is a limited resource under high demand. Boating is only one of the activities sharing coastal space, therefore when

determining priorities for improving boating infrastructure, consideration should be given to facilities that will also benefit the wider community.

Boat trailer parking is placing increasing demand on coastal space at the majority of boat ramps, both in terms of the increasing size and number of boats as 98% of registered vessels are trailerable. In order to meet the increasing demand for boat launching facilities, it will be necessary to find alternative locations for trailer parking, storing boats away from the foreshore and using options such as swing moorings.

Given the growth of the recreational boating industry and demands for the coastal resource the threshold or carrying capacity for boating and use of the foreshore will need to be addressed in some locations. Thresholds will need to be determined from three main perspectives: ensuring a safe boating experience; ensuring a pleasurable boating experience (impacted by waiting times for launch and retrieval); and ensuring manageable impacts on other coastal uses and environmental values.

Boating clubs are an integral part of the boating facility infrastructure and contribute public benefits through public activity days, information on boating, fishing and general safety on the water.

Desired Outcomes

1. In congested areas, components of boating facilities are located away from the immediate foreshore area whenever possible e.g. car and trailer parking and dry-stack boat storage
2. Use of the foreshore for boating activities is balanced by:
 - Improving the overall efficiency and usability of existing infrastructure to reduce the need for more boating facilities and the demand on public resources
 - Supporting clubs to increase memberships and private facilities to provide boating opportunities for the public
 - Making berths available for casual use in all facilities
 - Recognising that commercial boating activities (e.g. boat hire/charter) may provide a good option for the provision of access to the coast for a wider group of people
3. The carrying capacity of a site for boating over the longer term is determined by balancing the demand for boating, impacts from it and the needs of other uses of the foreshore

2.3.4 Accessibility and equity

Goals

- Provide a range of boating opportunities across the region
- Provide for public benefit in the management of existing boating facilities and in planning for new facilities

To facilitate improved accessibility, boating facilities will need to be strategically located to reflect agreed boating destinations and in areas where high levels of future population growth are expected.

In the central coastal region boat ramps provide the most common type of access to the water for most users. The demand to use boat ramps can exceed the capacity and number of ramps during peak times. Supervision of launching has been introduced at some busy ramps however this has its own set of problems e.g. cost, role and responsibilities of staff supervising launching and Occupational Health & Safety issues for staff.

The impacts of growing demand for boat ramps needs to consider:

- congestion in and around boat ramps
- parking at boat ramps and in local streets
- the capacity of local roads to cater for peak periods
- impacts on the local residents and the community.

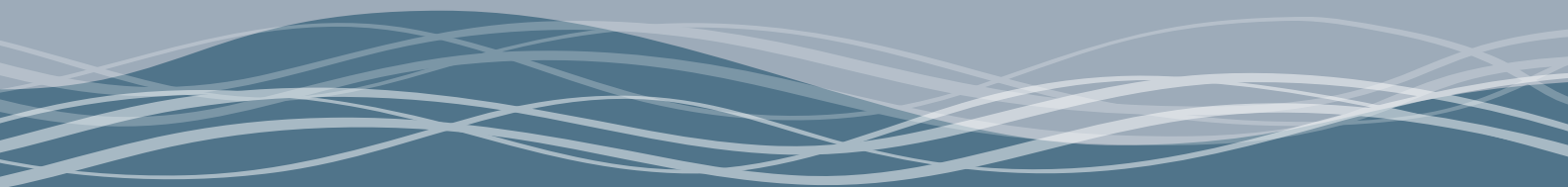
Planning for recreational boating also needs to recognize the different types of recreational boaters and differing abilities.

Desired Outcomes

1. Equal access to coastal environments is provided, as far as practical, by geographically distributing facilities evenly across the region and by catering for different types of boating
2. Queuing times for regional and district level facilities are reduced by design features, supervision of launching at busy ramps during peak times, education of boaters and promotion of a range of accessible alternative launching sites
3. Design of boating facilities caters for a range of boating abilities
4. Public benefit is maximised in the provision of boating facilities including commercial opportunities such as charter, ferry and public transport services, in accordance with Tour Operator Licence requirements

Part 3

Boating Area Planning Precincts














Part 3 Boating Area Planning Precincts

Boating area planning precincts detail information on boating facilities at a more local level. The general objectives for boating area planning precincts are:

- Develop the network of boating facilities for each boating area planning precinct 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
- Define a level of service that is appropriate to the role the boating area planning precinct plays within the network of boating facilities
- Provide for a mix of facility types in accordance with the specific goal for the boating area planning precinct
- Identify, where appropriate, regionally significant recreational nodes that are specifically related to boating activities and facilities.

Ten boating areas were identified through the development of the Boating CAP (2007) for the central region and the same ones are used for this report.

Table 5 Boating area planning precincts colour coding

Boating Area Planning Precincts	Code
Queenscliff	
Bellarine Peninsula	
Geelong	
West Port Phillip	
North Port Phillip	
East Port Phillip	
Mornington Peninsula	
North West Western Port	
South East Western Port	
Anderson Inlet	
Exposed Open Coast covers the remaining coastline	

The criteria used to define a boating area planning precinct are:

- Safe and easy access to the coast by the boating community
- Existing boating infrastructure
- Spatial or geographic coverage.

Map 3 shows the boundaries of the ten boating areas and the area in the central coastal region considered exposed open coastline. The exposed coast is not included as a planning precinct as it is not considered appropriate for the development of boating facilities.

Information on each boating area planning precinct and the exposed coast is presented as:

- A table covering key points, facility improvements, management issues, a planning goal for recreational boating and objectives
- A map of each area showing boating facilities and their level in the boating hierarchy
- A table with detailed information on each of the 211 boating facilities and, in some cases, a note defining the area boundaries e.g. up rivers and estuaries.

The Recreation Boating Facilities Framework (RBFF) identifies 36 more facilities than the Boating CAP 2007 (see section 1.2).

The Boating Service Levels Index (BSLI) Report contains the completed questionnaires sent to each facility manager to provide feedback on boating facilities. This feedback has been used to determine the BSLI rating which is a general measure of the facility's condition. More information on the BSLI is in Appendix 5 of this report.



Map 3 Boundaries of the boating area planning precincts in the central coastal region

1. Queenscliff

Key Points

Queenscliff has a significant maritime heritage. It acts as a gateway to the bay and provides access to Port Phillip Heads Marine National Park including Popes Eye which is a popular diving destination.

The redeveloped Queenscliff Harbour provides a range of boating and commercial facilities and services. Public boating access is mainly provided by the adjoining boat ramp managed by the Borough of Queenscliffe.

Facilities Update

The redevelopment of Queenscliff Harbour includes 280 wet berths and dry stack facilities. It has a retail precinct and supports tourist activities.

Queenscliff Boat Ramp has had new pontoons and a new concrete access lane installed. Overflow parking is provided on Railway Reserve during peak times.

Queenscliff and Point Lonsdale piers have recently been upgraded.

Management Issues/ Constraints

Retaining all tide access to the mouth of the harbour requires regular dredging.

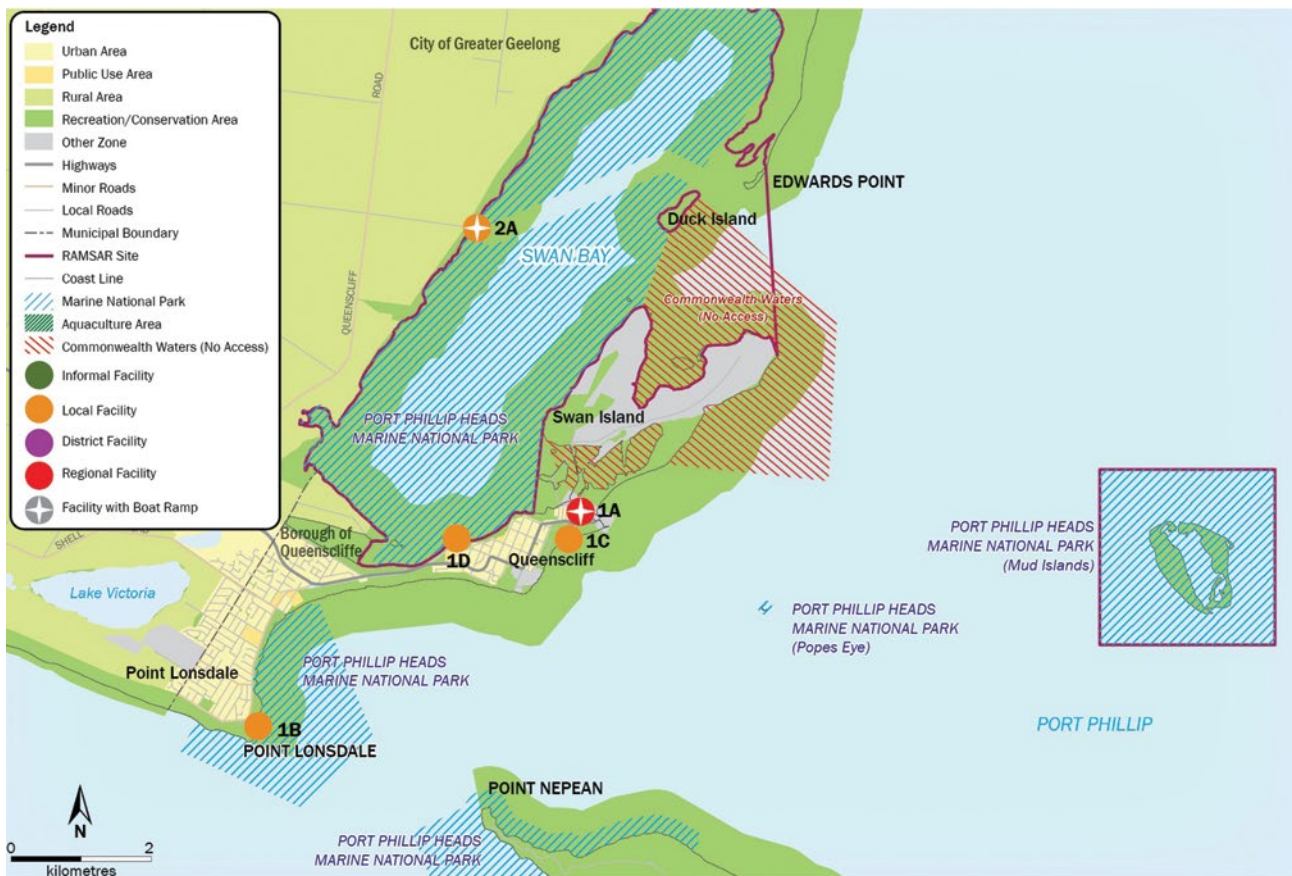
There is restricted access to Commonwealth land and waters on the northern and eastern side of Swan Island.

Goal

To provide a safe haven and sustainable servicing centre within a sensitive coastal environment.

Planning Principles

The focus for investment is the continued upgrade of regional facilities namely Queenscliff Harbour and improvements to the adjoining boat ramp managed by the Borough.



Map 4 Queenscliff

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
1A	Queenscliff Harbour	Multipurpose	Regional	Regional	Queenscliff Cruising Yacht Club			DEPI
					Queenscliff Harbour			Parks Victoria
					Queenscliff Boat Ramp			Borough of Queenscliff
					Bridge Street Pontoon	N/A		Parks Victoria
1B	Point Lonsdale Pier	Pier/Jetty	Local	Local	Point Lonsdale Pier	N/A		Parks Victoria
1C	Queenscliff Pier (south)	Pier/Jetty	Local	Local	Queenscliff Pier (south)	N/A		Parks Victoria
1D	Queenscliff Lonsdale Yacht Club	Yacht Club	Local	Local	Queenscliff Lonsdale Yacht Club	N/A		

BSLI Poor Average Good Uncoded

2. Bellarine Peninsula

Key Points

This is a popular high growth area with consequent increase in demand for foreshore land and coastal access.

It provides access to many natural attractions on the bay including Point Phillip Heads Marine National Park, Edwards Point Wildlife Reserve and Swan Bay.

Facilities Update

The main boat ramps at St Leonards, Indented Head, Point Richards and Clifton Springs serve the needs of an extensive hinterland. Gradual upgrade of these facilities is being undertaken.

There is a plan to upgrade Portarlington Pier and Harbour.

Swan Bay Boat Ramp has been upgraded with a new fixed landing. Swan Bay Jetty has also been upgraded.

Facilities at Clifton Springs have been improved with the installation of a floating pontoon and dredging.

Management Issues/ Constraints

Sand and seaweed build up is a problem for boat ramps in the area and the harbours experience silting.

There is restricted access over the Commonwealth defence land and waters of Swan Island. Management of the adjacent sensitive environment needs special consideration.

Local facility managers need to address peak demand for foreshore parking at several boat ramp facilities.

Goal

To provide a boating destination with a mix of facilities for recreational and commercial needs.

Planning Principles






Provide a boating destination at Portarlington by significantly upgrading existing facilities to meet recreational and commercial needs of visitors and locals.

The level of service and efficiency of other existing facilities will be improved.

No new boating facilities will be constructed south of St Leonards township due to the proximity to Port Phillip Heads Marine National Park.



Map 5 Bellarine Peninsula

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
2A	Swan Bay Boat Ramp & Jetty	Boat Ramp 	Local	Local	Swan Bay Boat Ramp & Jetty	●	●	Parks Victoria
2B	St Leonards Yacht & Motor Squadron	Yacht Club	Local	Local	St Leonards Yacht & Motor Squadron	○	●	DEPI
2C	St Leonards Boat Ramp	Boat Ramp 	Regional	Regional	St Leonards Boat Ramp	●	●	Bellarine Bayside Foreshore CoM
2D	St Leonards Pier	Multipurpose	Local	Local	St Leonards Pier	●	●	Parks Victoria
2E	Indented Head Boat Ramp	Boat Ramp 	Local	Local	Indented Head Boat Ramp	●	●	Bellarine Bayside Foreshore CoM
2F	Grassy Point Boat Ramp	Boat Ramp 	Local	Decommissioning*	Grassy Point Boat Ramp	●	●	Bellarine Bayside Foreshore CoM
2G	Portarlington Fairfax Street	Boat Ramp 	Local	Local	Portarlington Fairfax Street	●	●	Bellarine Bayside Foreshore CoM
2H	Portarlington Pier	Pier/Jetty	District	Regional	Portarlington Pier	●	●	Parks Victoria
2I	Portarlington Seaside resort	Boat Ramp 	Regional	Regional	Portarlington Caravan Park	●	●	Bellarine Bayside Foreshore CoM
					Portarlington Sailing Club	●	●	Bellarine Bayside Foreshore CoM
2J	Point Richards	Boat Ramp 	Regional	Regional	Point Richards Boat Ramp	●	●	Bellarine Bayside Foreshore CoM
2K	Clifton Springs Boat Harbour	Multipurpose 	District	District	Clifton Springs Boat Harbour	●	●	City of Greater Geelong
2L	Sands Caravan Park	Boat Ramp 	Local	Local	Sands Caravan Park	●	●	Sands Caravan Park/City of Greater Geelong
2M	Pelican Shores Caravan Park	Boat Ramp 	Local	Local	Seabrae Boat Owners Club	●	●	Parks Victoria/ DEPI
2N	Indented Head Boat Club	Yacht Club	Local	Local	Indented Head Boat Club	○	○	Bellarine Bayside Foreshore CoM
					Indented Head Yacht Club	N/A	●	Bellarine Bayside Foreshore CoM

* Facilities identified for downgrading or decommissioning will be subject to consideration of the criteria in Table 3 and to further consultation at a local level, before any future action is taken

BSLI Poor ● Average ● Good ● Uncoded ○

3. Geelong

Key Points

Corio Bay and the Geelong waterfront provide a centrepiece and focus for boating facilities, activities and events such as the Festival of Sails, held on Australia Day.

Geelong City Foreshore: Boating Needs Strategy and Master Plan provides future direction for existing boating facilities to be enhanced in the context of protecting the adjacent sensitive coastal environments.

Facilities Update

Facilities at St Helens and Limeburners Point have been improved while others still need to address capacity issues.

Management Issues/ Constraints

Most of the section of the coast from Limeburners Bay to the Werribee River has restricted land access and contains important Ramsar values.

Across the beach access at Murtcaim needs to be addressed.

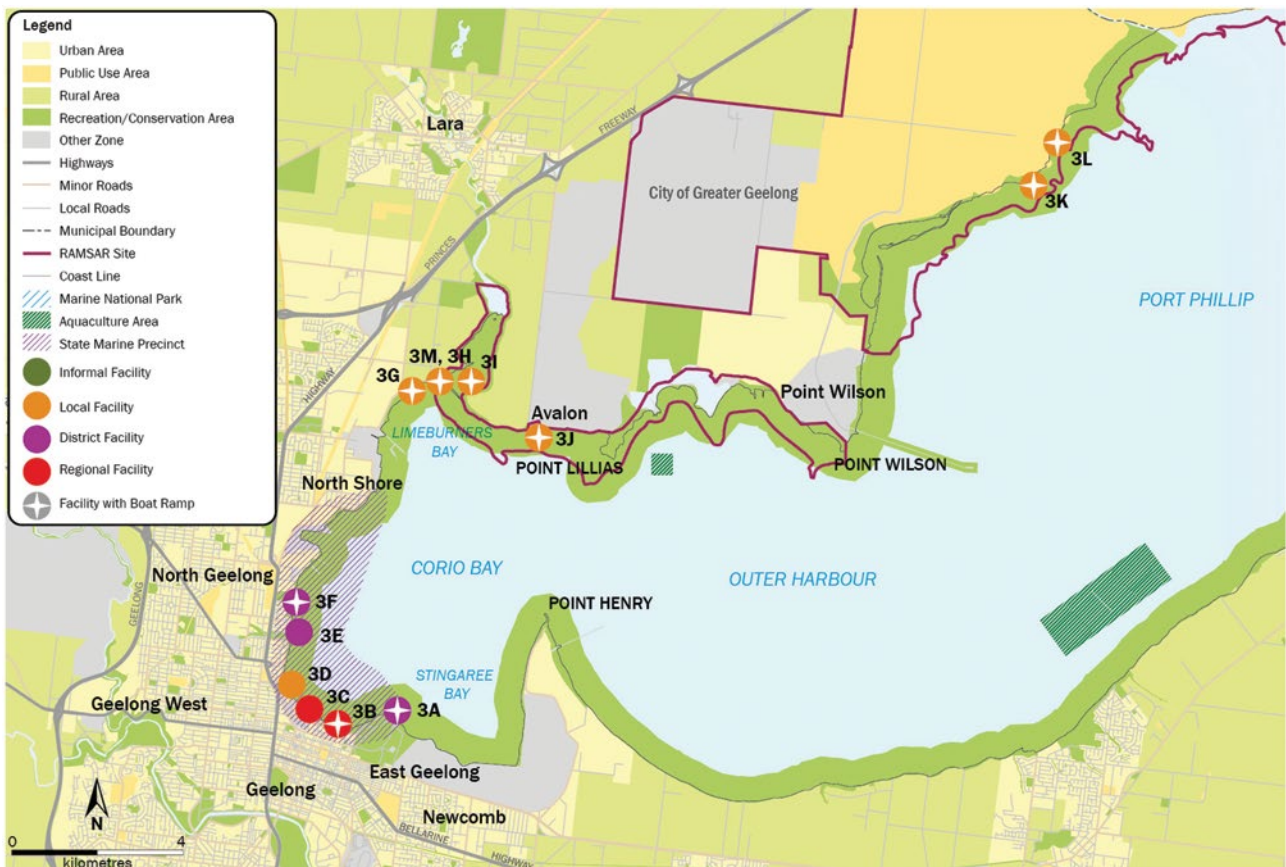
Goal

To provide a boating destination with international appeal and a range of local facilities catering for different types of boating.


Planning Principles

The central Geelong waterfront is a State Marine Precinct and will continue to be the focus of investment.

There will be no further expansion of boating facilities from Limeburners Bay to the northern boundary of the boating area due to the presence of Ramsar wetlands.



Map 6 Geelong

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
3A	Limeburners Point	Boat Ramp 	District	District	Limeburners Point Boat Ramp	●	●	City of Greater Geelong
3B	Royal Geelong Yacht Club/ Fishermans Basin	Marina 	Regional	Regional	Victorian Sailing & Water Safety School	●	○	City of Greater Geelong
					Royal Geelong Yacht Club	●	○	City of Greater Geelong
					Fishermans Basin	●	●	City of Greater Geelong
3C	Steampacket Quay	Pier/Jetty	Regional	Regional	Steampacket Quay	●	●	City of Greater Geelong
3D	Western Beach**	Multipurpose	Local	Local	TS Barwon Navel Cadets	●	○	City of Greater Geelong
					Western Beach Boat Club	●	●	City of Greater Geelong
3E	Rippleside	Multipurpose	District	Unknown	Rippleside Pier (Quay)	●	●	Private/DEPI
3F	St Helens	Multipurpose 	District	District	St Helens Boat Ramp	●	●	City of Greater Geelong
					St Helens Boat Harbour	●	●	City of Greater Geelong
3G	Grammar School Lagoon	Boat Ramp 	Local	Local	Grammar School Lagoon Boat Ramp	●	●	City of Greater Geelong
3H	Geelong Grammar School	Boat Ramp 	Local	Local	Geelong Grammar School Boat Ramp	●	●	DEPI/City of Greater Geelong
3I	Limeburners Bay	Boat Ramp 	Local	Local	Limeburners Bay & Lagoon Boat Club	●	●	City of Greater Geelong
3J	Avalon Beach	Boat Ramp 	Local	Local	Avalon Beach Boat Ramp	●	●	City of Greater Geelong
3K	Murtcaim Boat Launching	Informal 	Local	Decommission*	Murtcaim Boat Launching	●	●	Parks Victoria
3L	Kirks Point	Boat Ramp 	Local	Local	Kirks Point Boat Ramp	●	●	Parks Victoria
3M	Corio Bay Sailing Club	Yacht Club	Informal	Informal	Corio Bay Sailing Club	N/A	○	City of Greater Geelong

* Facilities identified for downgrading or decommissioning will be subject to consideration of the criteria in Table 3 and to further consultation at a local level, before any future action is taken.

**Also considered part of the State Marine Precinct

BSLI Poor ● Average ● Good ● Uncoded ○

4. West Port Phillip

Key Points

Growth in the western suburbs of Melbourne (Werribee/ Wyndham) is likely to result in increased pressure for boating facilities.

There are limited opportunities for new boating facilities in this boating area so achieving the most efficient use of existing facilities is important.

Facilities Update

The boat ramp and jetty at the mouth of Werribee River has recently undergone redevelopment including the installation of a new ramp, two floating pontoons and a jetty. The Personal Water Craft ramp has been closed and removed.

The Wyndham Harbour development catering for up to 400 wet berths and a dry stack for up to 390 boats represents a significant increase in boating facilities and opportunities for this sector of the coast.

Management Issues/ Constraints

The western side of Port Phillip is an area with high environmental values and part of the Port Phillip Bay (Western Shoreline) Ramsar site protected by international agreements. There are limited opportunities for boating as access and development is restricted.

The Werribee River mouth suffers from siltation problems. Regular bypass dredging is required for easy boat access to the existing ramp and jetty.

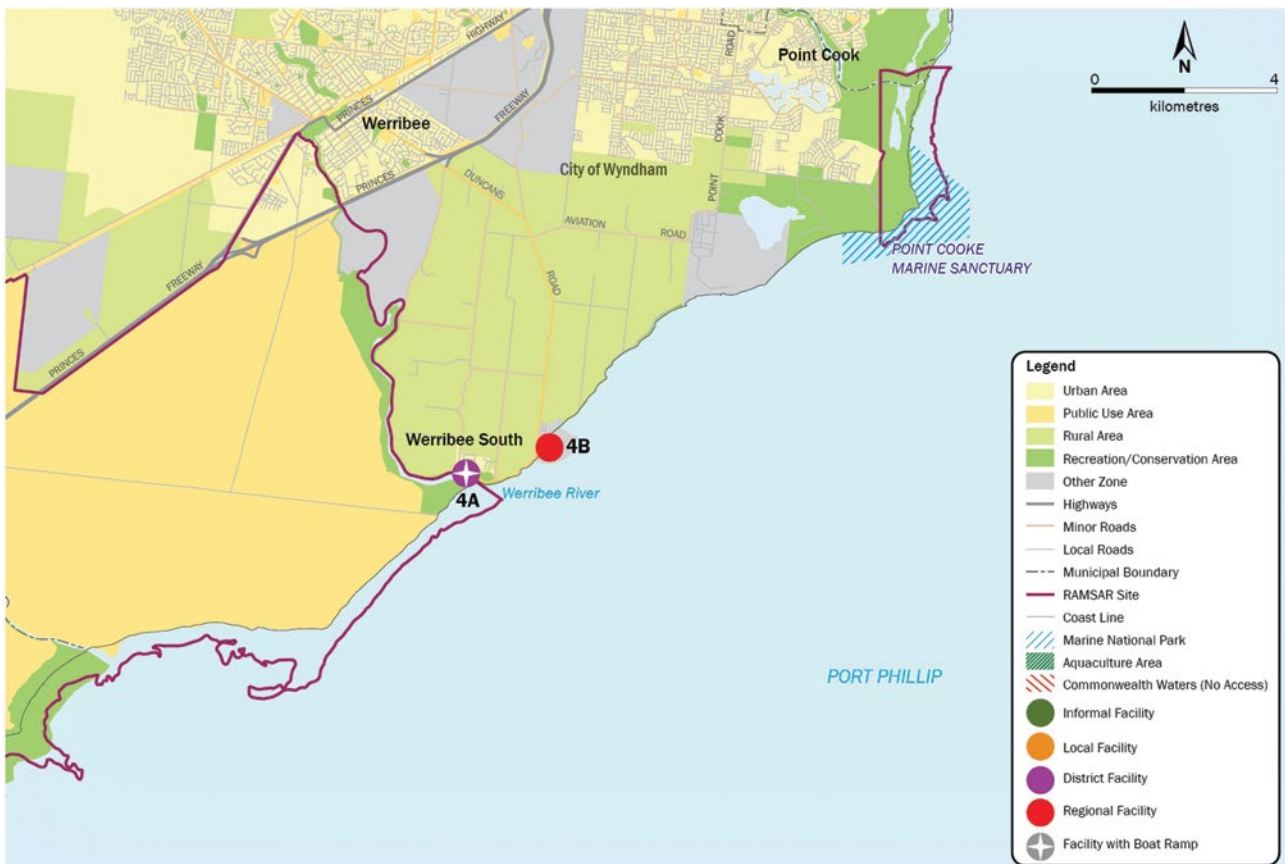
Goal

To provide some access for recreational boating in a sensitive coastal environment.

Planning Principles

The focus for investment to significantly upgrade facilities is at Werribee River (possible regional boating facility to meet demand) and Wyndham Harbour.

Large sections of this coast will remain unsuitable for boating facilities.



Map 7 West Port Phillip

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
4A	Werribee River	Boat Ramp	District	Regional	Werribee South Boat Ramp	●	●	City of Wyndham
					Werribee South Jetty	●	●	Parks Victoria
4B	Wyndham Harbour	Multipurpose	Under construction	Regional	Wyndham Harbour	N/A	○	City of Wyndham

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, boating facilities up the Werribee River to the Werribee South Boat Ramp are considered

BSLI Poor ● Average ● Good ● Uncoded ○

5. North Port Phillip

Key Points

The foreshore is highly modified and supports a range of intensive boating, recreational and commercial activities. It includes the State Marine Precinct, which is centred around the Yarra River and the Port of Melbourne, Williamstown and St Kilda foreshore.

The Port of Melbourne operations are an important component of boating activity in this area but also act as a constraint on recreational boating opportunities.

Significant recreational boating centres exist at a number of locations, including Williamstown, Docklands, St Kilda and Sandringham.

Facilities Update

Altona Boat Ramp has been developed to provide a safe haven. The boat ramp fulfils an important district function but experiences parking issues during peak periods. There are increasing pressures to address this issue.

The Williamstown Foreshore Strategic Plan (2010) provides direction on the development of boating facilities in this precinct.

Princes Pier has been restored and modified to allow safe public access as part of the broader plan to bring the entire foreshore precinct in Port Melbourne back to life.

Royal Melbourne Yacht Squadron (RMYS) has delivered Stage 1 for the new marina (new rock breakwater and wave protection) providing a safe haven. Parks Victoria is upgrading the timber jetty and adding a pontoon for short-stay public berthing.

Management Issues/ Constraints

Parking during peak periods is an ongoing issue at some sites.

There are issues associated with sand movement and erosion as much of this coastline has altered coastal processes with all beaches north of Sandringham Harbour being the result of sand dredged from offshore.

Contamination is an additional issue in this area and adds to dredging and development costs.

Goal

To increase opportunities and levels of service for recreational boating without impacting on commercial shipping.

Planning Principles

Plan Melbourne identifies Williamstown as an activity centre and potential location for a ferry servicing the western side of Port Phillip.

Investment will be focused on the upgrade of facilities at St Kilda, Williamstown and sites on the Yarra River within the State Marine Precinct.

Any new facilities south of Yarra River to Ricketts Point will be provided in existing harbours or near Princes Pier and will need to demonstrate a community benefit.





Any new boating facilities must not interfere with the operation of the commercial shipping channels or Port of Melbourne.



The Docklands Waterways Strategic Plan 2009-2013 addresses the transformation of Melbourne Docklands to an urban domain.



Map 8 North Port Phillip

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
5A	Altona Pier	Pier/Jetty	Local	Local	Altona Pier	●	●	Parks Victoria
5B	Altona Boat Ramp	Boat Ramp	District	Regional	Cresser Jetty	●	●	City of Hobsons Bay
					Altona Seaholme Fishing and Boating Club	N/A	○	City of Hobsons Bay
					Altona Yacht Club	●	●	City of Hobsons Bay
					Altona Boating & Angling Club	●	●	City of Hobsons Bay
					Hobsons Bay Sport & Game Fishing Club	N/A	●	City of Hobsons Bay
					Altona Boat Ramp	●	●	City of Hobsons Bay
					5C	Kororoit Creek Angling Club	Yacht Club	Local
5D	Bayview Street Moorings	Moorings	Local	Local	Bayview Street Moorings	●	●	City of Hobsons Bay
5E	South Williamstown	Jetty	Local	Local	Williamstown and Newport Anglers Club	●	●	City of Hobsons Bay

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
5F	Williamstown**	Multipurpose 	Regional	Regional	Workshops Jetty	●	●	Parks Victoria
					Royal Yacht Club of Victoria & Youth Sailing Academy	●	●	Parks Victoria
					Gem Pier	●	●	Parks Victoria
					Williamstown Naval Cadets	●	●	Parks Victoria
					Royal Victorian Motor Yacht Club	●	●	Parks Victoria
					Hobsons Bay Yacht Club	●	●	Parks Victoria
					Ferguson Street Pier	●	●	Parks Victoria
					Williamstown Sailing Club	●	●	Parks Victoria
					4th Williamstown Sea Scouts	●	●	Parks Victoria
5G	Parsons Marina**	Marina	Local	Local	Parsons Marina	●	●	Parks Victoria
5H	The Warmies Boat Ramp**	Boat Ramp 	District	District	The Warmies Boat Ramp Newport	●	●	City of Hobsons Bay
5I	Flemington Race Course Landing**	Jetty	Local	Local	Farnsworth Avenue Public Jetty	N/A	●	Parks Victoria
					Flemington Race Course Landing	●	●	Parks Victoria
					Lynch's Bridge Jetty	N/A	●	Parks Victoria
5J	Footscray Wharves**	Marina	Local	District	Footscray Wharves	●	○	
					Footscray Jetty (Grimes Reserve)	N/A	●	
					Henderson House Landing	N/A	●	Parks Victoria
5K	Victoria Harbour**	Multipurpose	Regional	Regional	Waterfront City Marina Docklands	N/A	●	City of Melbourne
					New Quay Marina, Docklands	●	○	
					d'Albora Marina	●	●	d'Albora Marinas (CoM)
					Docklands Yacht Club	N/A	●	Places Victoria
5L	Yarra's Edge**	Marina	District	District	Marina Yarra's Edge	●	●	City of Melbourne
					Yarra's Edge (Wharf Drive)	N/A	●	City of Melbourne
5M	Pier 35**	Marina 	District	District	Pier 35 d'Albora Marinas	●	●	Port of Melbourne Corporation
5N	Elwood Angling Club	Boat Ramp 	Local	Local	Elwood Sea Scouts	N/A	●	City of Port Phillip
					Elwood Angling Club	N/A	●	City of Port Phillip
					Elwood Sailing Club	N/A	●	City of Port Phillip

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
5O	Port Melbourne Yacht Club**	Yacht Club	Local	Local	Port Melbourne Yacht Club	●	○	
5P	Lagoon Pier**	Pier/Jetty	Local	Local	Lagoon Pier	●	●	Parks Victoria
5Q	Kerferd Road Pier**	Pier/Jetty	Local	Local	Albert Park Yachting and Angling Club	N/A	○	
					Kerferd Road Pier	●	●	Parks Victoria
5R	St Kilda Harbour**	Pier/Jetty/ Yacht Club	Regional	Regional	Royal Melbourne Yacht Squadron	●	○	Parks Victoria
					St Kilda Pier	●	●	Parks Victoria
					St Kilda Harbour	●	●	Parks Victoria
5S	St Kilda Marina**	Multipurpose 	Regional	Regional	St Kilda Marina	●	○	City of Port Phillip
5T	North Road Boat Ramp	Boat Ramp 	Local	Local	North Road Boat Ramp	●	●	City of Bayside
5U	Royal Brighton Yacht Club	Pier/Jetty/ Yacht Club	District	District	Royal Brighton Yacht Club	●	●	City of Bayside/ DEPI/Parks Victoria
					Middle Brighton Pier and Breakwater	N/A	●	Parks Victoria
5V	Sandringham Boat Harbour	Multipurpose 	Regional	Regional	Bayside Triathlon & Sandringham Anglers Club	N/A	○	
					Guides & Scouts Sailing Centre	N/A	○	
					Hampton Pier	●	●	Parks Victoria
					Hampton Sailing Club	N/A	●	Parks Victoria
					Sandringham Yacht Club	●	●	Parks Victoria
					Sandringham Boat Harbour	●	●	Parks Victoria
5W	Black Rock Yacht Club/ Half Moon Bay	Multipurpose 	Local	Local	Half Moon Bay Boat Ramp	●	●	City of Bayside
					Black Rock Yacht Club	●	○	
					Black Rock Jetty	●	●	Parks Victoria
5X	Beaumaris Motor Yacht Squadron	Yacht Club	Local	Local	Beaumaris Motor Yacht Squadron	●	●	DEPI
5Y	Beaumaris Yacht Club	Yacht Club	Local	Local	Beaumaris Yacht Club	○	○	
5Z	Beaumaris Sea Scout Jetty	Jetty 	Local	Local	Beaumaris Sea Scout Jetty	○	○	

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, boating facilities up the Yarra River to the Charles Grimes Bridge including Victoria Harbour, and up the Maribyrnong River to the Flemington Ferry Wharf are considered.

**Also considered part of the State Marine Precinct.

BSLI Poor ● Average ● Good ● Uncoded ○

6. East Port Phillip

Key Points

There are two boat harbours along this length of coast, Mordialloc Creek and Patterson River which are both regional facilities. Patterson River boat ramp is the busiest in the region, with over 52,000 launches per year which is partly due to improved traffic access created by Eastlink.

There are limited other suitable areas for boat harbours because of the significant sand movement along the coast and the potential alienation of good bathing beaches.

Facilities Update

Recent developments at Patterson River Launching Way include two new multiple-lane boat ramps, a new car park, four new retaining walls and installation of a gangway and floating pontoon. The jetty at Patterson Lakes has been replaced and a dredging project is underway.

Facilities have been upgraded at Mordialloc and Kananook Creeks.

A proposal for a marina at Olivers Hill, Frankston has been subject to an Environment Effects Statement (EES) and approved in principle. There is currently insufficient private investment interest.

Management Issues/Constraints

Low bridge clearances and low water depth will continue to limit use of Patterson River, Mordialloc Creek and Kananook Creek for larger boats.

Goal

To improve safety and access and address increasing levels of recreational boating.



Planning Principles

The focus for investment to upgrade facilities is at Mordialloc Creek and Patterson River and includes ways to improve river entrance stability, safety and provide a safe haven.

Development of a new regional boating facility at Olivers Hill, Frankston is seen as a way of providing a wide range of services and filling a gap in the network along this stretch of coastline.



Map 9 East Port Phillip

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
6A	Parkdale Yacht Club	Yacht Club	Local	Local	Parkdale Yacht Club	●	○	City of Kingston
6B	Mordialloc Creek		Regional	Regional	Mordialloc Pier	●	●	Parks Victoria
					Pompei Landing	N/A	○	
					Mordialloc Boat Ramp	○	●	City of Kingston
					Mordialloc Sailing Club	●	○	City of Kingston
					Mordialloc Motor Yacht Club	●	●	City of Kingston
Mordialloc Sea Scouts and Guides	●	○	City of Kingston					
6C	Chelsea Yacht Club	Yacht Club	Local	Local	Chelsea Yacht Club	●	○	City of Kingston
6D	Patterson River		Regional	Regional	Patterson River Motor Boat Club	●	○	City of Kingston
					Patterson River Boat Ramp	●	●	Parks Victoria
					Patterson Lakes Marina	●	○	Patterson Lake Marina
6E	Carrum Sailing Club	Yacht Club	Local	Local	Carrum Sailing Club	●	○	City of Kingston
6F	Seaford Pier	Pier/Jetty	Local	Local	Seaford Pier	●	●	Parks Victoria
6G	Frankston Pier		District	District	Frankston Yacht Club	●	●	Frankston Yacht Club
					Kananook Creek Boat Ramp	●	●	City of Frankston
					Frankston Pier	●	●	Parks Victoria
6H	Olivers Hill Boat Ramp	Boat Ramp	District	District*	Olivers Hill Boat Ramp	●	●	City of Frankston

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, boating facilities up the Mordialloc Creek to the Boat ramp at George Woods Reserve, and up the Patterson River to include the Patterson River development/boat ramp are considered.

*Olivers Hill Boat Ramp may be upgraded as part of a multipurpose regional facility.

BSLI Poor ● Average ● Good ● Uncoded ○

7. Mornington Peninsula

Key Points

This area has high scenic and amenity value and is an increasingly popular destination for lifestylers and holiday makers. Traffic access has improved with development of Mornington Peninsula Freeway. The area supports significant boating activity, particularly in summer and facilities such as Martha Cove have potential for increased service i.e. it includes a public boat ramp.

The coastal topography is dominated by small pocket beaches backed by steep cliffs and is challenging to provide land access.

Facilities Update

The Martha Cove, Safety Beach canal estate development has provided additional wet berths for a range of boats.

Parks Victoria is rebuilding the Mornington Pier including improved wave protection. This upgrade could be linked to expansion of the harbour however, the area has limited capacity for land-based infrastructure.

Facilities at Blairgowrie are being significantly improved.

Management Issues/Constraints

Foreshore space is highly contested particularly during peak demand and there is a shortage of parking space to service many boating facilities.

There is need for an additional safe harbour to provide protection from all weather conditions along the eastern side of Port Phillip.

There are many local issues involved in upgrading boating facilities which will require more detailed precinct planning and extensive community consultation.

Goal

To provide a diverse range of recreational boating facilities that are safe and effectively provide for seasonal use.

Planning Principles



Investment focus includes providing a safe haven at Mornington and improving the general level of service of local boat ramps, mainly by improving parking and ramp design. Swing moorings also provide another option to address congestion issues.


The Shire is preparing a Mornington Harbour Precinct Plan to guide use of the area for recreational boating and as a tourist facility.

Recreational Boating Precinct Plans for Rye and Sorrento have been developed to guide the sustainable future use and management of these areas.



Map 10 Morningson Peninsula

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
7A	Daveys Bay Boat Club	Jetty	Local	Local	Daveys Bay Boat Club	●	○	DEPI
7B	Canadian Bay	Yacht Club	Local	Local	Canadian Bay Boat Club	●	○	Morningson Peninsula Shire
7C	Morningson Harbour	 Multipurpose	Regional	Regional	Morningson Boat Ramp	●	●	Morningson Peninsula Shire
					Morningson Yacht Club	●	●	Morningson Peninsula Shire
					Fishermen's Jetty	N/A	○	Parks Victoria
					Morningson Jetty	●	●	Parks Victoria
7D	Fisherman's Beach Boat Ramp	 Boat Ramp	Local	Local	Fisherman's Beach Boat Ramp	●	●	Morningson Peninsula Shire
7E	Mt Martha		Local	Local	Mt Martha Beach Boat Ramp	N/A	○	Morningson Peninsula Shire
					Mt Martha Yacht Club	●	●	DEPI/Morningson Peninsula Shire

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
7F	Martha Cove	Marina 	Regional	Regional	Safety Beach Sailing Club	●	○	Mornington Peninsula Shire
					Martha Cove	○	○	Private
					Martha Cove Boat Ramp	N/A	●	Private, but public access to boat ramp
7G	Safety Beach Boat Ramp	Boat Ramp 	Local	Local	Safety Beach Boat Ramp	●	●	Mornington Peninsula Shire
7H	Dromana Pier	Pier/Jetty	Local	Local	Dromana Pier	●	●	Parks Victoria
7I	Anthony's Nose Boat Ramp	Boat Ramp 	Local	Local	Anthony's Nose Boat Ramp	●	●	Dromana Foreshore CoM
7J	McCrae Yacht Club	Yacht Club	Local	Local	McCrae Yacht Club	●	●	DEPI
7K	Rosebud Jetty	Pier/Jetty	Local	Local	Rosebud Jetty	●	●	Parks Victoria
7L	Rosebud Motor Boat Squadron	Yacht Club	Local	Informal*	Mooring Basin	○	●	DEPI/Parks Victoria
					Rosebud Motor Boat Squadron	●	●	Mornington Peninsula Shire/DEPI
					Rosebud Yacht Club	●	●	Mornington Peninsula Shire
7M	Tootgarook Boat Ramp	Boat Ramp 	Local	Local	Tootgarook Boat Ramp	●	●	DEPI
7N	Rye	Multipurpose 	District	Regional	Rye Yacht Club	●	●	Mornington Peninsula Shire
					Rye Jetty	●	●	Parks Victoria
					Rye Boat Ramp	●	●	Mornington Peninsula Shire
7O	Tyrone Boat Ramp	Boat Ramp 	Local	Decommission*	Tyrone Boat Ramp	●	●	Whitecliffs to Cameron's Bight Foreshore CoM
7P	Blairgowrie Yacht Squadron	Yacht Club	District	District	Blairgowrie Jetty	N/A	○	Whitecliffs to Cameron's Bight Foreshore CoM
					Blairgowrie Yacht Squadron & Safe Boat Harbour	●	○	Whitecliffs to Cameron's Bight Foreshore CoM
7Q	Cameron's Bight	Pier/Jetty	Local	Local	Cameron's Bight Jetty	●	●	Whitecliffs to Cameron's Bight Foreshore CoM
7R	Sorrento Sailing Club	Yacht Club	Local	Local	Sorrento Sailing Couta Boat Club	●	○	Mornington Peninsula Shire
7S	Sorrento	Boat Ramp 	District	District	The Baths Jetty	N/A	●	DEPI
					Sorrento Pier	●	●	Parks Victoria
					St Albans Way	●	●	Mornington Peninsula Shire
7T	South Channel Fort	Pier/Jetty	Local	Local	South Channel Fort	●	●	Parks Victoria
7U	Portsea Pier	Pier/Jetty	Local	Local	Portsea Pier	●	●	Parks Victoria

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
7V	Mt Eliza	Yacht Club	Local	Local	Ranelagh Club Yacht Squadron	N/A	○	Private
					Ranelagh Club Motor Boat Squadron	N/A	●	Private/Mornington Peninsula Shire

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, the Martha Cove development is included and is defined by the development area boundary.

* Facilities identified for downgrading or decommissioning will be subject to consideration of the criteria in Table 4 and to further consultation at a local level, before any future action is taken.

BSLI Poor ● Average ● Good ● Uncoded ○

8. North-West Western Port

Key Points

Western Port is a Ramsar site. Mangroves and tidal flats fringe much of the coastline which includes important bird feeding and roosting areas.

Some 600 boats access Western Port from Yaringa Boat Harbour, a private facility with launch and retrieval services.

The boating area includes a State Marine Precinct centred on the proposed port development of Hastings.

Facilities Update

The Tooradin boat ramp has been improved and a floating jetty for visiting boats constructed.

Hastings and Flinders jetties have been upgraded and made safer.

There have been several improvements to Warneet boat launching facilities including the parking area. The pontoon is also being redesigned to reduce maintenance costs due to sand and silt build up.

The boat ramp at Cannons Creek has been refurbished and the jetty removed.

Parks Victoria are upgrading navigation aids for improved access and definition of water channels.

Management Issues/Constraints

Expansion of boating facilities is limited due to the tidal restricted access and the need to protect important Ramsar values.

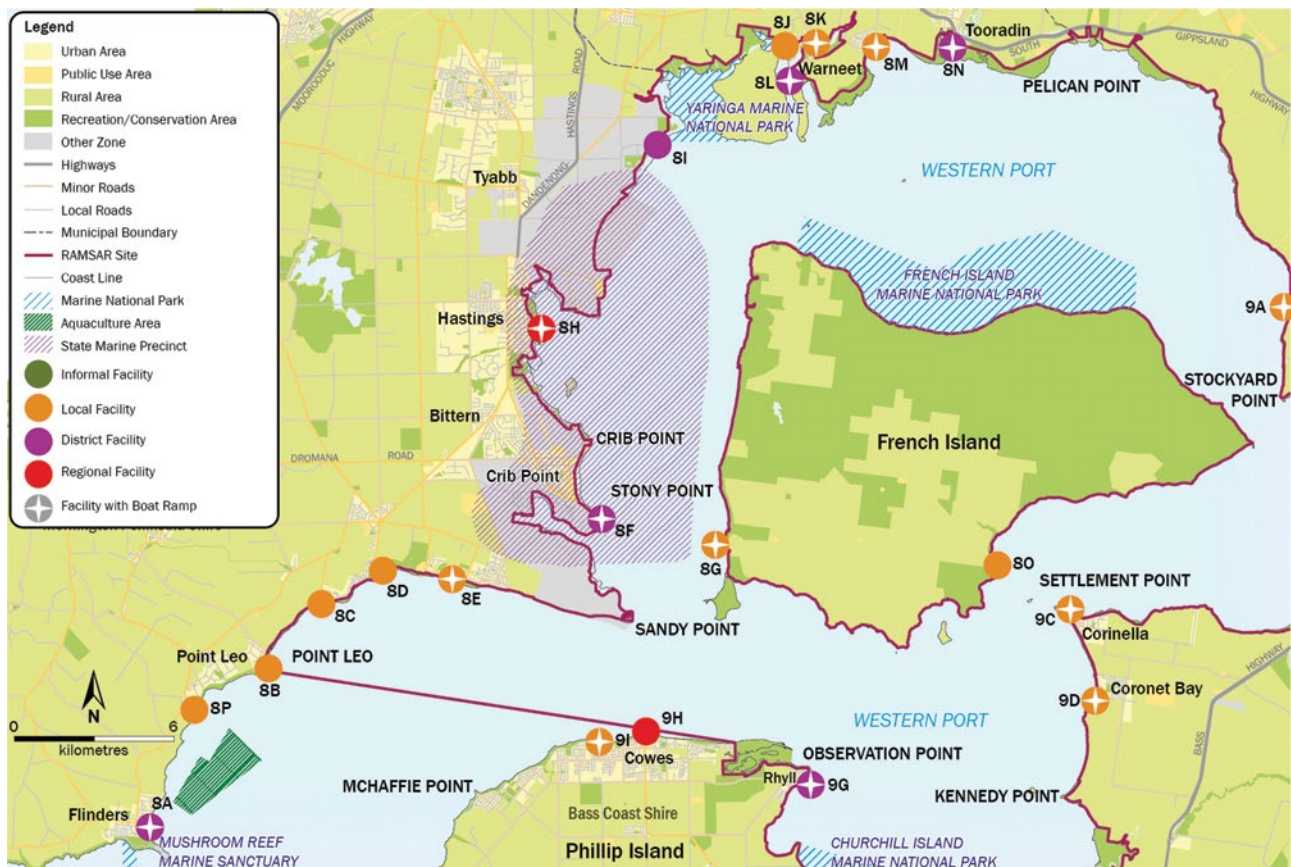
Other common issues are car parking and land access.

Goal

To provide opportunities for recreational boating in context of potential increase in commercial shipping and the sensitive Western Port environment.

Planning Principles

The development of port facilities and associated infrastructure at Hastings, a State Marine Precinct, will need to consider boating access.



Map 11 North-West Western Port

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
8A	Flinders	Multipurpose 	District	District	Flinders Yacht Club Flinders Boat Ramp Flinders Jetty	○ ● ●	○ ● ●	Mornington Peninsula Shire Parks Victoria
8B	Point Leo Boat Club	Yacht Club	Local	Local	Point Leo Boat Club	●	●	Point Leo Foreshore Reserve CoM
8C	Merricks Yacht Club	Yacht Club	Local	Local	Merricks Yacht Club	●	●	Mornington Peninsula Shire
8D	Western Port Yacht Club	Yacht Club	Local	Local	Western Port Yacht Club	●	○	Committee of Management
8E	Somers Yacht Club	Yacht Club 	Local	Local	Somers Yacht Club	●	●	Committee of Management
8F	Stony Point**	Multipurpose 	District	District	Stony Point Boat Ramp Stony Point Jetty	● ●	● ●	DEPI Port of Hastings
8G	Tankerton Jetty	Jetty 	Local	Local	Tankerton Jetty Tankerton Boat Launching	● N/A	● ●	Parks Victoria DEPI
8H	Hastings**	Multipurpose 	Regional	Regional	Western Port Marina Yacht Squadron Western Port Marina Hastings Boat Ramp Hastings Yacht Club Hastings Jetty	N/A ● ● ● ●	○ ● ● ● ●	DEPI DEPI Mornington Peninsula Shire DEPI Parks Victoria
8I	Yaringa Boat Harbour	Marina	District	District	Yaringa Boat Harbour	●	●	Yaringa Boat Harbour
8J	The Bluff Jetty	Jetty	Local	Local	The Bluff Jetty	●	●	DEPI/Parks Victoria
8K	Cannons Creek	Boat Ramp 	Local	Local	Cannons Creek Road Boat Ramp Watsons Point slipway	● N/A	● ●	DEPI/Cannons Creek Foreshore Reserve CoM Cannons Creek Foreshore Reserve CoM
8L	Warneet	Pier/Jetty 	District	District	Warneet North Boat Club Warneet North Jetty Warneet Motor Yacht Club Warneet Jetty South Warneet Boat Ramp Warneet South Slipway Club	● N/A ● ● ● N/A	● ● ○ ● ○ ○	Warneet Foreshore CoM Parks Victoria Parks Victoria
8M	Blind Bight Boat Ramp	Boat Ramp 	Local	Local	Blind Bight Boat Ramp	●	●	CoM/City of Casey
8N	Tooradin	Boat Ramp 	District	Regional	Tooradin Jetty Tooradin Boat Ramp	● ●	● ○	Parks Victoria
8O	French Island Barge Landing	Jetty	Local	Local	French Island Barge Landing	○	●	Parks Victoria
8P	Shoreham Beach Boat Ramp	Boat Ramp 	Local	Local	Shoreham Beach Boat Ramp	N/A	●	Shoreham Foreshore Reserve CoM

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, boating facilities up Tooradin River to the South Gippsland Highway Bridge are considered.

** Also considered part of a 'proposed' State Marine Precinct at Hastings.

BSLI Poor ● Average ● Good ● Uncoded ○

9. South-East Western Port

Key Points

Boating activity differs in Western Port compared to Port Phillip Bay and boaters seek smaller more isolated destinations.

The coastline is characterised by shallow intertidal mudflats that have significant environmental values and conservation areas are established for migratory birds. The whole of Western Port is listed as a Ramsar site.

Increasing demand for boating facilities is likely to be generated through the Casey Cardinia urban growth area.

Facilities Update

Investment in infrastructure at local boat ramps has been undertaken by the Bass Coast Shire at Newhaven, Cowes, Coronet Bay and Rhyll, resulting in significant improvements to these facilities.

An improved mix of facilities is being developed e.g. additional facilities for keel boats at Newhaven Yacht Club.

The jetties at Corinella, San Remo, Newhaven, Rhyll and Cowes have been maintained and repaired by Parks Victoria. Corinella Jetty has a new fishing platform and floating landings have been added to San Remo and Rhyll jetties.

Management Issues/Constraints

Several existing boat launching facilities will need to be upgraded to assist in managing seasonal peak demand.

Goal

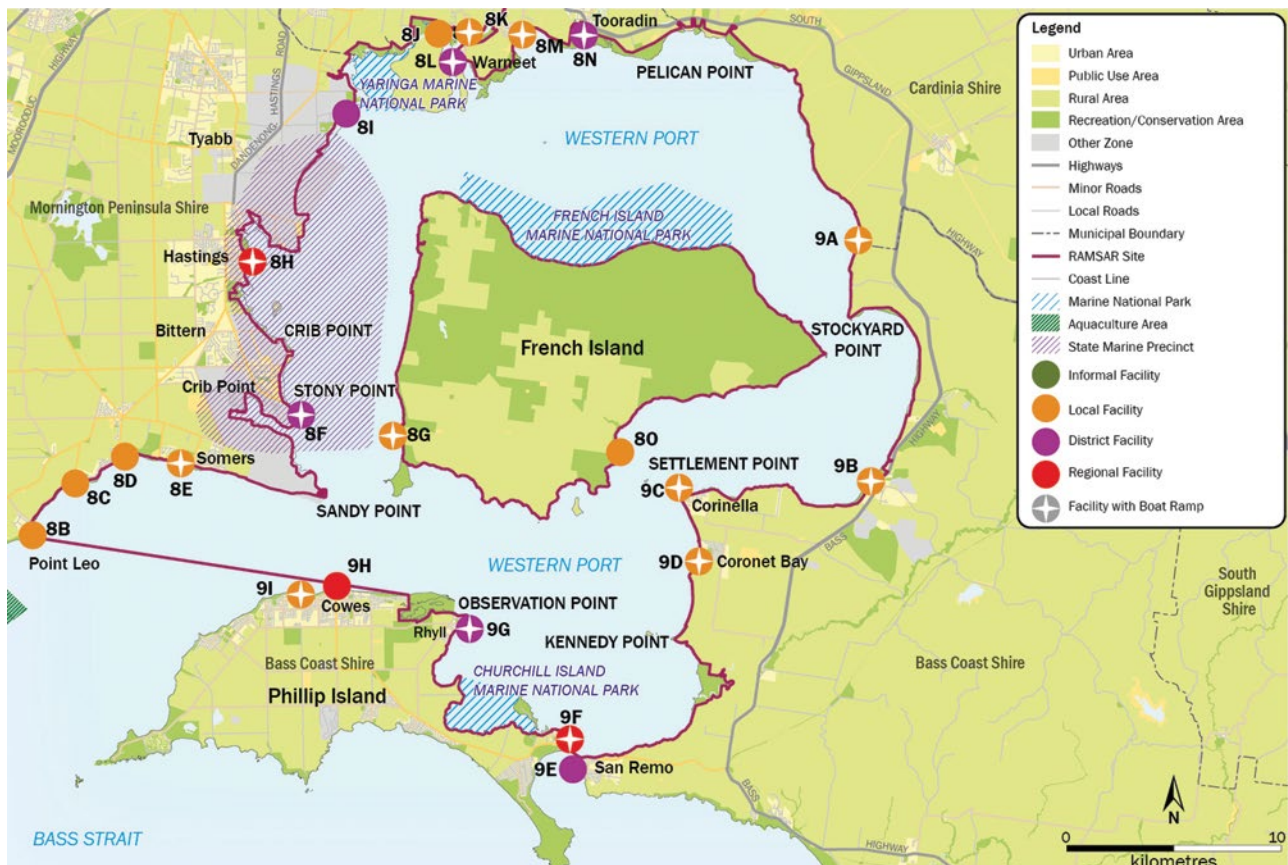
To consolidate and upgrade boating facilities and manage impacts on the sensitive Western Port environment.

Planning Principles





The focus for investment to upgrade facilities will be at Newhaven and Rhyll.

Upgrade of popular local boat ramps will be considered to address the high seasonal activity.

Cowes will continue to be seen as a possible cruise ship destination.



Map 12 South-East Western Port

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
9A	Lang Lang	Boat Ramp 	Local	Local	Lang Lang Boat Ramp	●	○	
9B	Grantville	Boat Ramp 	Local	Local	Grantville Boat Ramp (Pier Rd)	●	●	Bass Coast Shire
9C	Corinella	Boat Ramp 	Local	District	Corinella Boat Ramp	●	●	Corinella Foreshore CoM
					Corinella Jetty	N/A	●	Parks Victoria
					Corinella Landing	N/A	○	
9D	Coronet Bay	Boat Ramp 	Local	Local	Coronet Bay Boat Ramp	N/A	●	Bass Coast Shire
9E	San Remo	Pier/Jetty	District	District	San Remo Jetty	●	●	Parks Victoria
9F	Newhaven	Multipurpose 	Regional	Regional	Newhaven Jetty	●	●	Parks Victoria
					Newhaven Boat Ramp (Seaview St)	●	●	Bass Coast Shire
					Newhaven Yacht Squadron & Marina	●	●	
9G	Rhyll	Multipurpose 	District	Regional	Rhyll Jetty	●	●	Parks Victoria
					Rhyll Boat Ramp (Beach Rd)	●	●	Bass Coast Shire
					Rhyll Yacht Club	N/A	●	Rhyll Foreshore CoM
9H	Cowes	Multipurpose	Regional	Regional	Cowes Jetty	●	●	Parks Victoria
					Cowes Yacht Club	●	●	DEPI
9I	Cowes Boat Ramp	Boat Ramp 	Local	District	Cowes Boat Ramp (Anderson Rd)	●	●	Bass Coast Shire
BSLI Poor ● Average ● Good ● Uncoded ○								

10. Anderson Inlet

Key Points

This is one of the few areas along the south Gippsland coast where boats can gain access to Bass Strait and it also provides haven from weather.

Facilities Update

There has been funding provided to improve Inverloch boat ramp jetty and undertake a feasibility study for the upgrade of Mahers Landing boat ramp, further into the inlet.

Management Issues/Constraints

Key issues in using the inlet facilities include improving access from the water at low tide, the need for dredging and safety issues associated with fast currents and traversing the bar from Anderson Inlet to Bass Strait.

Goal

To provide haven from the exposed open coast and safe access for recreational boating.



Planning Principles

Investment focus will be on upgrading facilities or services that allow haven within the inlet for visiting boaters when required as a result of weather conditions.

Planning and provision of boating facilities will be considered in Anderson Inlet in conjunction with Gippsland Coastal Board.



Map 13 Anderson Inlet

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
10A	Inverloch Boat Ramp	Boat Ramp 	District	District	Inverloch Boat Ramp	●	●	Bass Coast Shire
10B	Mahers Landing	Boat Ramp 	Local	Local	Mahers Landing	●	●	Bass Coast Shire

BSLI Poor ● Average ● Good ● Uncoded ○

11. Exposed Open Coast (Barwon River and Cape Patterson)

Key Points

Open coast areas in the central coastal region consist of those areas of the coast exposed to the storms and swells of Bass Strait.

Overall, the zone is not appropriate for any new facilities to be built other than improvements to facilities in the estuaries.

Facilities Update

Only general maintenance of existing facilities has been undertaken.

Management Issues/Constraints

Improvement to any of the facilities needs to focus first and foremost on safety.

Any new facilities are impractical as there are a range of design/engineering and construction issues associated with the open coast due to severe wave action and longshore sand transport.

Goal

To provide limited safe access for recreational boating to the exposed open coast.

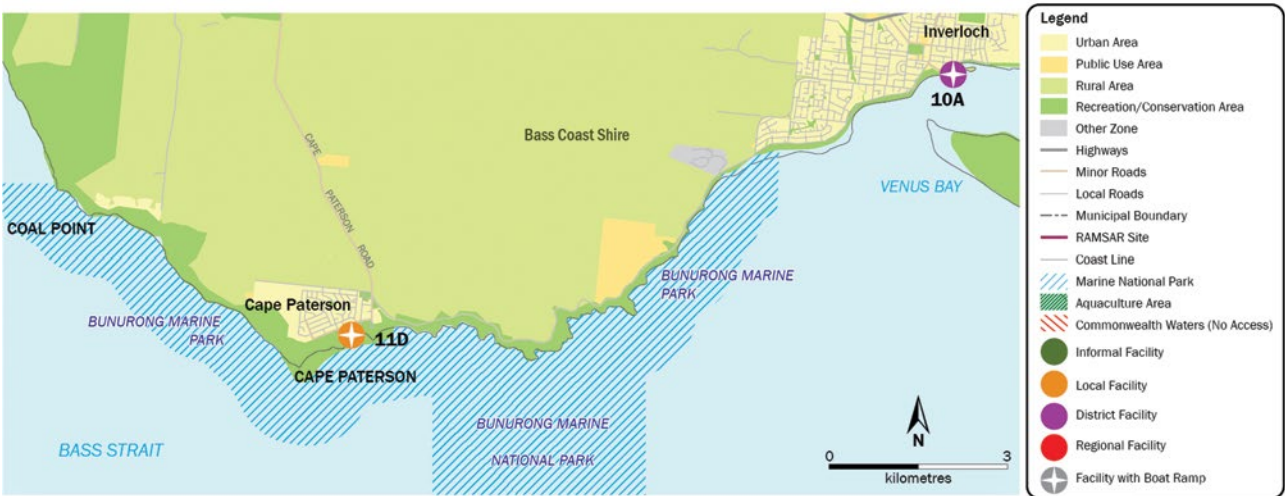
Planning Principles

Existing boating facilities at Barwon Heads, Ocean Grove and Cape Paterson will be maintained to continue serving local requirements.




No new boating facilities will be considered on the open coast unless they can address significant safety, cost and environmental concerns.



Map 14 Exposed Open Coast (Barwon River)



Map 15 Exposed Open Coast (Cape Patterson)

#	Name	Type	Role 2013	Role 2030	Facility component	BSLI 2007	BSLI 2013	Land manager
See Map 2								
11A	Ocean Grove Boat Ramp	Boat Ramp 	Local	Local	Ocean Grove Boat Ramp	●	●	City of Greater Geelong
11B	Barwon River	Boat Ramp 	Local	Local	Barwon River, Pelican Crt	●	●	Parks Victoria
					Barwon River, Minah St	●	●	Parks Victoria
11C	Barwon Heads Jetty	Pier/Jetty	Local	Local	Barwon Heads Jetty	●	●	Barwon Coast CoM
11D	Cape Patterson	Boat Ramp 	Local	Local	Cape Patterson Boat Ramp	●	●	Bass Coast Shire
11E	Sand Ramp north of Barwon Bridge	Informal	Informal	Informal	Sand Ramp (near Barwon Bridge)	N/A	○	

Specific Area Definition: In addition to the defined coastal area for the central coastal region (see Figure 1), in this Boating Area Precinct, boating facilities up the Barwon River to Sheepwash Road are considered.

BSLI Poor ● Average ● Good ● Uncoded ○



Appendices

Appendix 1 – Acknowledgements

Appendix 2 – Update on Boating Trends and Demand

Appendix 3 – Broader Legislative and Policy Influences

Appendix 4 – Managing the Coast with Others

Appendix 5 – Interpretation of the Boating Service Levels Index

Appendix 6 – Boating Hierarchy Proposed Upgrades by 2030

Appendix 7 – Definitions and Acronyms



Appendix 1 – Acknowledgements

The Central Coastal Board acknowledges the contribution of the following groups to the process of reviewing the *Boating Coastal Action Plan 2007* and preparing the *Recreational Boating Facilities Framework 2014*.

CCB Boating Working Group

Ross Kilborn – Chair

Anne-Marie Tenni

Jeff Weir

Recreational Boating Steering Committee

Cath Whelan – Chair until 12 August 2013

Alison Creighton – Western Port LGA representative

Bernie Cotter – ABM (Port Phillip LGA representative)

David Ritman – Parks Victoria

Franz Grasser – VRFish

Marcus Higgins – Department of Transport, Planning and Local Infrastructure

Peter Lawson – Department of Environment and Primary Industries

Sally Burgess – Department of Environment and Primary Industries

Ross Kilborn – CCB, (Committee Chair after 12 August 2013)

Steven Gill – Boating Industry Australia

Steven Walker – Yachting Victoria

Other

GHD Pty Ltd was employed by the CCB to provide services in relation to the Recreational Boating Facilities Framework.

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Appendix 2 – Update on Boating Trends and Demand

GHD has provided a 2012 update of the information on recreational boating market and demand. This has been limited by available data. In an environment where increasing emphasis is placed on assessing the merit of infrastructure proposals, reliable data is required to support an effective assessment process. This would include information on the number of boat launches per year and the residential postcode of users.

Better quantitative data is needed to assist strategic planning for boating and to be able to provide reliable long term forecasts

The study found the boating industry is well established in Victoria:

- The central region accounts for over 50% of boating registrations and has over 211 facilities, it is the most populous and busiest in Victoria
- Growth in registered vessels is growing at a similar pace as the average population growth of the central coastal region at 2.3% per annum (the demand for infrastructure is increasing)
- The fastest growing demand is coming from the north-west and south-east growth corridors e.g. City of Wyndham experiences 6.7% per annum growth
- The average age of a boat owner has been gradually increasing in line with the ageing population profile
- Larger vessels are becoming more popular which has implications on infrastructure planning as only a few existing boat ramps can cater for them.

Planning for recreational boating is made more complex by seasonality and the factors influencing demand.

Peak demand tends to align with the fishing season and the summer holiday period

Localised demand is strongly influenced by availability of safe and easy access from land and water together with parking

The growth corridors have significant implications for future demand

There are already a number of implications for capacity. Whilst the projected demand is growing, the provision of infrastructure is already restrained in a number of places especially during peak periods. In particular the congestion on land and the need for more efficient use of boat ramps and parking areas is needed. Ideally, 'back up' parking areas can be identified for parking during peak periods but this is not always the case.

Simply providing additional infrastructure for the ever growing demand may not be sustainable in the context of limited coastal space and other uses of coastal areas, including environmental protection

Several options can be suggested to address the increasing demand for boating infrastructure:

- "Off-the coast" storage facilities (i.e. dry berths) can facilitate boat maintenance, slipping and retrieval (a boat valet service) for many of the smaller classes of recreational boats
- Swing moorings have proven to be popular and a good way to reduce the demand on boat ramps in peak demand areas and times
- Boating hubs (consolidation of facilities) to provide for maintenance of larger boats rather than many clubs trying to expand their facilities
- Demand management activities such as webcams providing information on weather and waiting periods need to be considered in the future to avoid congestion at existing launching facilities
- A more uniform approach to charging for boating services (in many cases infrastructure is provided free of charge) in line with recoup the cost of service provision. This will require more accurate data to inform cost modelling.

Appendix 3 – Broader Legislative and Policy Influences

Table 6 contains a list of legislation, strategies, guidelines and plans used on a regular basis to provide a framework for planning and management decisions related to recreational boating in Victoria. Each boating planning precinct will have additional local plans and provisions to consider.

Table 6 Broader legislative and policy influences

Policy Context			
Legislation	Strategy and Policy	Guidelines	Plans
<i>Aboriginal Heritage Act 2006</i>	Coastal Action Plans	Landscape Setting Types for the Victorian Coast	Coastal Management Plans
<i>Catchment and Land Protection Act 1994</i>	Coastal Hazard Vulnerability Assessment	Siting and Design Guidelines for Structures on the Victorian Coast	Foreshore Management Plans
<i>Climate Change Act 2010</i>	Plan Melbourne (Draft 2013)	Victoria's Coastal Spaces Initiative	Local Strategic Plans
<i>Coastal Management Act 1995</i>	Policy for Sustainable Recreation and Tourism on Victoria's Public Land		Marine Protected Area Management Plans
<i>Crown Land (Reserves) Act 1978</i>	Ramsar Strategic Management Plans		Park Management Plans
<i>Disability Act 2006</i>	Regional Catchment Strategies		Planning Schemes
<i>Environmental Protection Act 1970</i>	State Planning Policy Framework		
<i>Environmental Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>	State Environment Protection Policy (Waters of Victoria)		
<i>Environmental Effects Act 1978</i>	Victorian Coastal Acid Sulfate Soil Strategy (2009)		
<i>Fisheries Act 1995</i>	Victorian Coastal Strategy (2008 and Draft 2013) Victorian Waterway Management Strategy (2013)		
<i>Flora and Fauna Guarantee Act 1988</i>	Victoria's Native Vegetation Management – A Framework for Action (2002)		
<i>Heritage Act 1995</i>			
<i>Marine Safety Act 2010</i>			
<i>National Parks Act 1975</i>			
<i>Native Title Act 1993 (Cwlth)</i>			
<i>Planning and Environment Act 1987</i>			
<i>Port Management Act 1995</i>			

Appendix 4 – Managing the Coast with Others

Table 7 Key agencies involved in planning and managing boating facilities

Agency	Role
1a) Minister for Ports 1b) Minister for Planning 1c) Minister for Environment and Climate Change	Ministers oversee the administration of their departments and are accountable to Parliament. Those most relevant to boating are listed.
2) Victorian Coastal Council (VCC)	The VCC is the peak body established to undertake statewide strategic coastal planning. It develops the Victorian Coastal Strategy (VCS).
3) Central Coastal Board (CCB)	The CCB is the coastal planning advisory body for the central coastal region. It develops Coastal Action Plans for the region.
4) Department of Environment and Primary Industries (DEPI)	DEPI's focus includes management of land, water and natural resources in a sustainable manner.
5) Department of Transport Planning and Local Infrastructure (DTPLI)	DTPLI focus includes managing Victoria's growth and development and building stronger communities.
6) Parks Victoria (PV)	Parks Victoria is a public authority responsible for managing, protecting and improving Victoria's parks on behalf of DEPI and managing local ports of Port Phillip and Western Port on behalf of DTPLI. PV is also the waterways manager for the Yarra, Maribyrnong and Patterson rivers.
7) Port Phillip and Western Port Catchment Management Authority (CMA) and Corangamite CMA	These authorities are responsible for the protection and sustainable development of land, vegetation and water resources in their regions.
8) Local Government Authority (LGA)	Local Government Authorities (LGAs) provide municipal services (e.g. roads, rubbish, local laws, town planning, emergency management planning, drainage, recreation and community services).
9) Local Committees of Management (CoM)	CoMs are established under the <i>Crown Land (Reserves) Act 1978</i> to manage, improve, maintain and control reserved Crown land across Victoria.
10) Facility Managers	Facility managers include government, Port Corporations, Yacht Clubs and CoM and private investors.
11) Aboriginal Corporations	Manage and protect Aboriginal cultural heritage in Victoria.

Appendix 5 – Interpretation of the Boating Service Levels Index

An assessment known as the Boating Service Levels Index (BSLI) was undertaken for the Boating CAP and repeated for this report to provide a snapshot of the existing condition of each boating facility and the services it provides.

Data is collected on an assets sheet completed by the facility manager. The asset sheet was slightly revised from that used in the 2007 Boating CAP however, the methodology and weighting of key factors remains the same and allows a basis of comparison between 2007 and 2013.

There are a number of key factors considered to be important to the level of service assessment for any boating facility. They are:

1. **Facility condition** – describes the general condition of the marine assets of the facility including boat ramps, jetties, slipways and navigation aids. From a strategic point of view this factor is given a low weighting as it is related to the standard of upkeep and maintenance and can be improved by appropriate funding (weighting 10%)
2. **Adequacy of car parking** – describes the suitability of the area and condition of car parking to accommodate the number of cars using the facility for the purpose of launching and retrieval/or gaining access to vessels (weighting 15%)
3. **Safety and ease of land access** – describes the assessed safety and ease with which the facility can be approached from the land side, considering access roads and their adequacy, intersections, trailer manoeuvring, separation of vehicles and pedestrians (weighting 20%)
4. **Safety and ease of water access** – describes the assessed safety and ease with which vessels can approach and depart from the facility, considering factors such as water depth, approach channel and fairway width, navigation aids, impact of wind generated waves, ocean swell, tidal currents and other coastal processes (weighting 20%)
5. **Infrastructure / Facilities** – describes the availability and general condition of shore based infrastructure and facilities at or adjacent to the site, including amenities, public transport, food and beverage outlets, club facilities, chandlery etc (weighting 15%)

6. **Current environmental impacts** – describes the assessed degree to which the facility has an impact on the surrounding environment, either through the effect of the facility on natural processes or through management practices (weighting 20%).

In order to determine the current level of service for each boating facility a score (from 1 = poor to 4 = excellent) is given to it against the six key evaluation factors. The score for each of the key factors and the weighted percentage are then multiplied to calculate a total score for each facility (see Boating CAP – Volume 1). This score is converted into a percentage as the BSLI for each facility.

The Boating CAP uses three general categories for the overall BSLI rating of facilities, i.e. poor, average and good. In 2013, 80% of the BSLI questionnaires were completed. Of these, 22% of facilities were rated as poor, 56% as average and 22% as good. This represents a general improvement in all three rating categories since 2007 (see Figure 5). There has also been improvement in the percentages of the six key factors used in the BSLI (Figures 6 and 7).

Table 6 shows the movement in the BSLI rating between 2007 and 2013. 37% of facilities need to be excluded from the comparison as they are either uncoded or 'new' (e.g. facilities that were omitted from the Boating CAP). Of the remaining 63%, 65% experienced no change, 24% have an improved BSLI rating and 11% have a lower rating.

Figure 4 Percentage change in BSLI distribution from 2007 to 2013

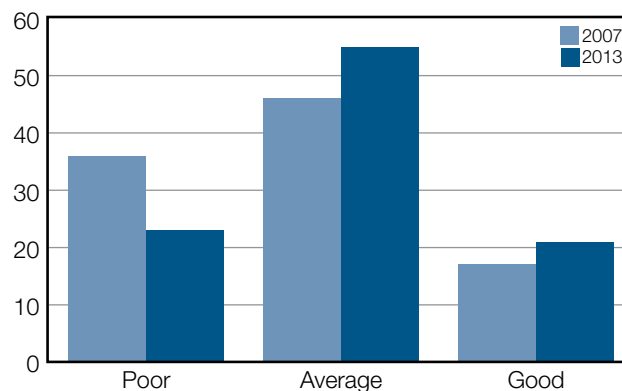


Figure 5 Distribution (in %) of scores for key facility factors in 2007

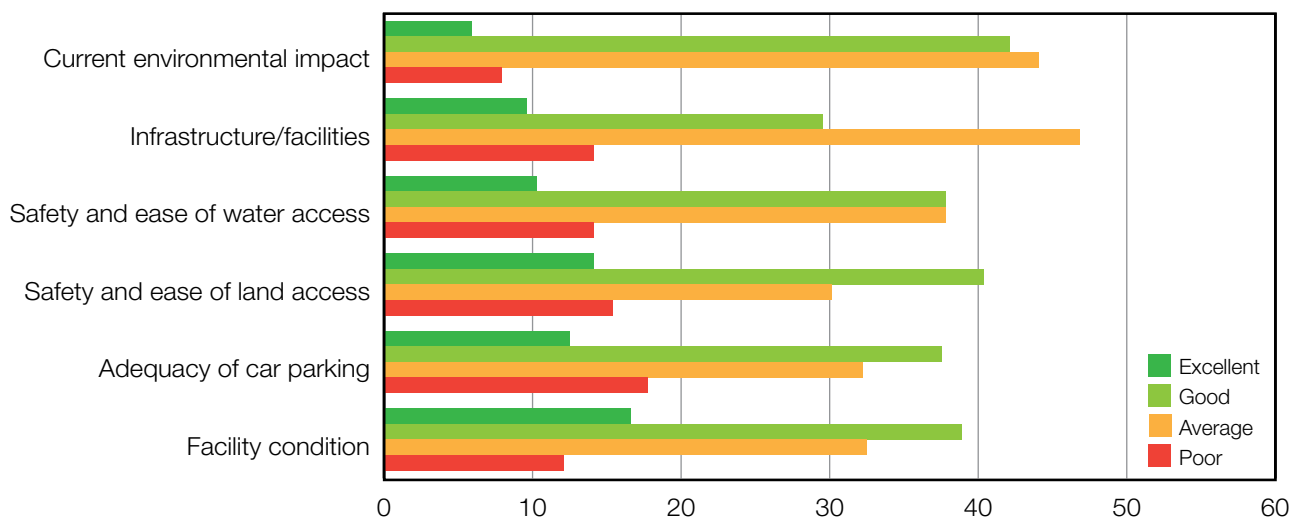
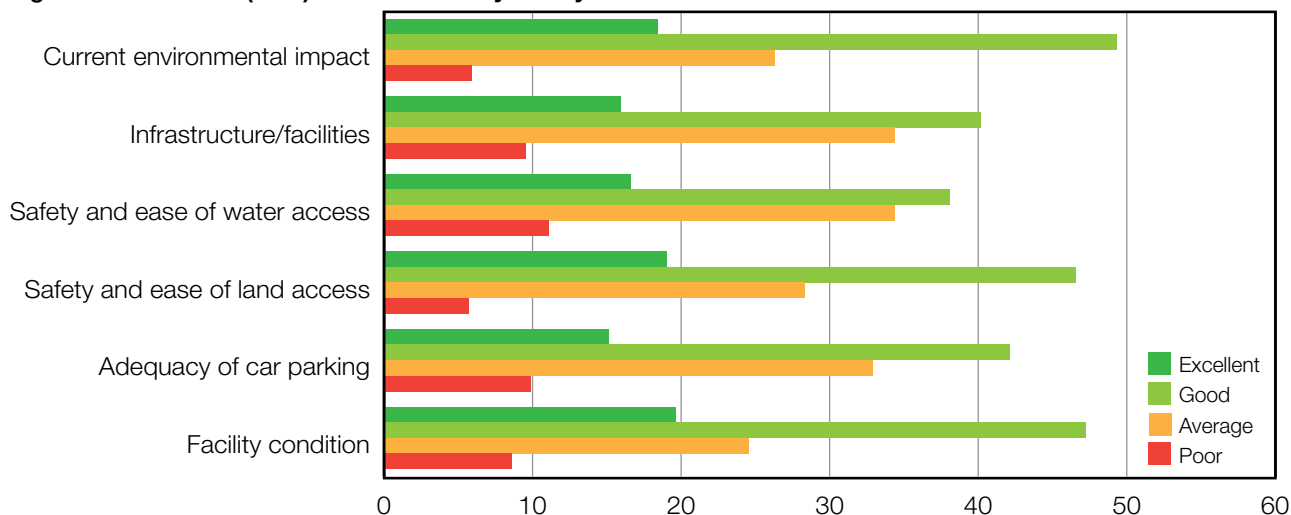


Figure 6 Distribution (in %) of scores for key facility factors in 2013



Notes:

- 1 For current environmental impact excellent means that the facility is not having any adverse environmental impact
- 2 The BSLI does not assess peak use for car parking

Table 8 Changes to facility BSLI ratings from 2007 to 2013

BSLI Rating (2013 compared to 2007)	Numbers		
Poor – no change	● => ●	No change	24
Average – no change	● => ●	No change	46
Good – no change	● => ●	No change	15
From Poor to Average	● => ●	↑	21
From Poor to Good	● => ●	↑	2
From Average to Good	● => ●	↑	10
From Average to Poor	● => ●	↓	4
From Good to Average	● => ●	↓	9
From Good to Poor	● => ●	↓	1
From Uncoded to Poor	○ => ●	↑	3
From Uncoded to Average	○ => ●	↑	0
From Uncoded to Good	○ => ●	↑	2
Added/new facility as of 2013 – poor	N/A => ●		6
Added/new facility as of 2013 – average	N/A => ●		15
Added/new facility as of 2013 – good	N/A => ●		6
No response			47
Total			211
No longer applicable		N/A	7

Note: BSLI rating levels:

0 – 40 = poor; 41 – 70 = average; 71 – 100 = good

Appendix 6 – Boating Hierarchy Proposed Upgrades by 2030

Table 9 Facilities proposed to be upgraded by 2030

#	Name	Type	Role 2013	Role 2030
2H	Portarlington Pier	Pier / jetty	District	Regional
3E	Rippleside	Multipurpose	District	Unknown
4B	Wyndham Harbour	Multipurpose		Regional
5B	Altona Boat Ramp	Boat ramp	District	Regional
5J	Footscray Wharves	Marina	Local	District
7N	Rye	Multipurpose	District	Regional
8N	Tooradin	Boat ramp	District	Regional
9C	Corinella	Boat ramp	Local	District
9G	Rhyll	Multipurpose	District	Regional
9I	Cowes Boat Ramp	Boat ramp	Local	District

Notes:

- Any works to upgrade facilities require relevant planning approval
- The table considers the upgrading of existing facilities -possible 'new' facilities have not be included, for example Frankston
- Three boat ramps may potentially be decommissioned subject to further local planning consideration. They are Grassy Point, Murtcaim and Tyrone boat ramps.

Appendix 7 – Definitions and Acronyms

ABM	The Association of Bayside Municipalities represents the interests of the ten councils with frontage to Port Phillip Bay on various coastal and marine issues.
Activity Nodes	Existing developed areas in a modified and resilient environment that are most able to meet ecologically sustainable development principles for coastal planning and management.
Boating	An on-water activity that involves a range of powered and non-powered recreational craft for the purpose of competitive and recreational boating and associated social activities and events.
Boating Area Planning Precinct	Area generally defined by Local Government boundaries for which planning is focused at a local or district level (10 precincts have been identified for the central region).
Boating Facilities	Five types of recreational boating facilities have been identified for the purpose of this report i.e. boat ramps, marinas, safe havens/multipurpose harbours, jetties and yacht/motor boat clubs.
Boat launching ramp	A structure designed primarily for the launching of trailer-borne recreational vessels and includes associated car parking facilities.
Breakwater	A fixed or floating barrier constructed in the water to intercept waves and create a sheltered area to protect boats and other property from storm and wave damage.
Boating Service Levels Index (BSLI)	This is a tool developed with the Boating CAP to provide a comparative assessment of the condition of boating facilities in the region. See Appendix 5 for information on how it is calculated.
CAP	A Coastal Action Plan is a regional strategic planning tool that delivers the objectives of the Victorian Coastal Strategy.
Coastal Crown Land	Formally defined in the <i>Coastal Management Act 1995</i> . Includes land reserved under the <i>Crown Land (Reserves) Act 1978</i> for the protection of the coastline; and any Crown land within 200 metres of high water mark and the sea and seabed to the State limit.
Central Coastal Region	Defined in the Government Gazette May 1996 by the Minister for Conservation and Land Management as: “The landward boundary of the municipal districts of the Borough of Queenscliffe, City of Greater Geelong, Wyndham City Council, Hobson’s Bay City Council, Melbourne City Council, City of Port Phillip, City of Bayside, Kingston City Council, Frankston City Council, Mornington Peninsula Shire Council, Casey City Council, Cardinia Shire Council, and Bass Coast Shire Council” and “ The seaward extent of the coastal waters of the State of Victoria and the seabed there under, from the western boundary of the municipal district of the City of Greater Geelong Council to the eastern boundary of the municipal district of Bass Coast Shire Council”.
Catchment	In this context refers to the catchment of boaters that will use a boating facility, and is generally considered on a local (immediate area), district (municipality) and regional (central coastal region/metropolitan) basis. Catchments can be affected by the reasons for boating activity e.g. fishing when boaters will move beyond their local catchment to launch/retrieve where fish are ‘biting’.
Channel	An unobstructed waterway which allows the movement of boat traffic.
Coastal processes	The dynamic and combined processes of wind, waves and currents on the shoreline.

Commercial boating facilities	In general these include tourist landings and tourist terminals, commuter vessel landing and terminals, barge loading ramps, moorings, small craft harbours, marinas and relevant constituent parts of a marina and waterfront developments involving such facilities. Commercial facilities are not necessarily available for use by public, as of right.
Sustainable Development	Development that improves the total quality of life both now and in the future, in a way that maintains the ecological processes on which life depends.
Foreshore	The coastal fringe. Generally coastal Crown land 200 metres from the high water mark.
Infrastructure	Facilities such as boat ramps, jetties and other structures associated with boating.
Integrated coastal zone management (ICZM)	A framework that attempts to integrate planning and management across the land and sea interface and the private and public land interface, to treat the coastal zone as one biophysical entity.
Local boat ramp	Basic on shore facilities, appropriate car parking, boat ramps or launching area catering for a limited sized craft and minimal associated infrastructure with parking. A site satisfying this level of hierarchy generates primary local usage and experiences seasonal peaks in demand.
Marina	A permanent boat storage facility usually comprised of one or more of pontoons, jetties, piers or similar structures designed or adapted to provide berthing for craft used primarily for pleasure or recreation, located on the waterway. May include ancillary works on an adjoining area of land or the waterway such as slipways, facilities for the repair and maintenance of boats and the provision of fuel, provisions and accessories, and includes any single mooring or multiple mooring managed in association with the facility and in its vicinity.
Municipal Strategic Statement	A concise statement with a local planning scheme of the key strategic planning, land use and development objectives for a municipality and the strategies and actions for achieving those objectives.
Onshore facilities	Facilities such as toilets, picnic tables, caravan parks, car parks, fish cleaning, wash down facilities and waste disposal facilities.
Planning Scheme	Legal instrument, developed by municipalities under the Planning and Environment Act 1987, that sets out policy and requirements for use, development and protection of land. It consists of a written document and any maps and plans it refers to.
Public boating facilities	In general, these include boat launching ramps and associated facilities, landing facilities such as jetties and pontoons, breakwaters protecting boat launching ramps or landing facilities and navigation channels.
Regional boat ramp	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 wash down areas and toilets.
Safe haven	Areas where boaters can find anchorage or shelter from unexpected or unfavourable weather conditions from a specific direction. A safe haven may not be safe in adverse weather from all directions, and may not necessarily enable launch and retrieval in all conditions.
Stakeholders	An individual or group who has a vested interest in or may be affected by a project or process.
Waste disposal facilities	System used to remove waste collected in the storage tank in boats.

