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

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

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

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

Gavin Jennings MLC
Minister for Environment, Climate Change and Innovation
Message from the Board

It is with much pleasure that the Western Coastal Board presents the Western Victoria Boating Coastal Action Plan. Recreational boating is one of the most popular activities on our coast, and the west coast of Victoria provides a wide range of boating experiences.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This Boating CAP addresses a number of key questions:

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

RECREATIONAL BOATING FACILITY HIERARCHY

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

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

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

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

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

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

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

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

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

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

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

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

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

This Boating CAP recommends the following future levels of service:

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

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

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

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

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

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

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

- ✅ Required
- ☐ Optional
- ✗ Not Required

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Western Victoria Boating Coastal Action Plan
Recreational Boating Facility Hierarchy 2035

Glenelg Shire:
State Marine Precinct – Portland Harbour
District Facility – Nelson East Side, Kellet St

Moyne Shire:
State Marine Precinct – Portland Harbour
Regional Facility – Port Fairy

Warrnambool City:
State Marine Precinct – Lady Bay Warrnambool

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

Key:
- Major Roads
- Primary Rivers
- Secondary Rivers
- LGA Boundary
- Urban Area
- Marine National Parks
- Conservation/Recreation Area
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Section 1
Introduction and background
- Provides context
- Sets the scene
- Outlines project assumptions
- Summary of key influences
- Identifies the key questions to be resolved

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

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

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

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