WESTERN REGIONAL COASTAL PLAN 2015–2020
Members of the Western Coastal Board at the time of preparing this Regional Coastal Plan were:

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The Western Coastal Board proudly acknowledges Victorian Aboriginal communities and their rich culture, and pays its respects to the Traditional Owners of the Western coastal region. The Board also recognises the intrinsic connection of traditional owners to Country and acknowledges their contribution in the management of land, water and resources management.

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The Western coastline is a spectacular part of Victoria. The region is close to the hearts of all residents and visitors from near and abroad. Its diverse coastal landscapes range from the wild beaches and dunes of Disaster Bay, estuaries such as the Hopkins River at Warrnambool, the cliffs of the world-famous Twelve Apostles and the iconic Great Ocean Road – recognised as one of only sixteen National Landscapes in Australia.

The region supports vibrant communities, strong regional industries and major tourist destinations. It is an area where people live, work and relax.

Many of the cultural, social and economic values of the coast that we enjoy today remain for future generations.

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The Hon Lisa Neville MP
Minister for Environment, Climate Change and Water

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The Western Regional Coastal Plan outlines regional priorities to address existing and emerging concerns. It includes regional-scale actions to:

- protect the natural values of the coast;
- systematically assess the way we use the coast;
- better integrate and coordinate coastal planning and management;
- increase the awareness of coastal hazards, particularly with the predicted impacts of climate change, and help communities make the best choices for the future; and
- recognise and support the many organisations and individuals that give their time to monitor and protect coastal values for all of us.

Taking into account the perspectives, ideas and knowledge of the region's community and coastal managers was a major part of developing this Plan. Following an initial round of consultation in 2014, the Western Regional Coastal Board released a draft plan in February 2015 to prompt discussion. The Board met with individuals, community groups, local councils and agencies in February and March 2015. We received 52 written submissions about the draft plan: 40 focusing on the Western coastal region and another 12 covering statewide issues. These submissions and the feedback from the face-to-face meetings were a key part of revising and finalising this Plan. The Board appreciates the time and effort of everyone who gave their thoughts and provided input.

I would like to acknowledge the work of the Board and thank everyone who contributed to the development of the Plan. I believe this Plan will help us work together at a regional level to tackle the challenges we face, to make the best use of the region's coast and to protect the many values that make it so special to the people who live and visit.

Councillor Jill Parker
Chair, Western Coastal Board
1 INTRODUCTION

1.1 What is the Regional Coastal Plan?

The Regional Coastal Plan for the Western Coastal Region is a statutory Coastal Action Plan endorsed under Part 3 of the Coastal Management Act 1995. Its contents meet the requirements of section 23 of that Act.

The Victorian Coastal Strategy 2014 sets the broad framework for managing the coast and the basis for developing regional coastal plans and coastal management plans (Figure 1). The Western Coastal Board has focussed this overarching Plan on identifying and prioritising actions that cannot be achieved more effectively at either the local or state level.

The Regional Coastal Plan provides a regional framework for planning and decision-making on both public and freehold land at the local level. It also provides a focus for all agencies with responsibility for coastal management to act together to plan and manage the coast by:

– Interpreting and implementing the Victorian Coastal Strategy 2014 and its hierarchy of principles at a regional scale;
– Facilitating integration across jurisdictions to increase efficiency and effectiveness;
– Identifying regional coastal values and strategic priorities to be accounted for; and
– Identifying solutions that address systemic gaps in coastal management.

The Plan will provide the framework for agencies, community and industry groups working and engaging with decision makers on strategic regional priorities for the Western coastal region. The Plan will also guide the development of coastal management plans.

As a statutory document, the Regional Coastal Plan has important links with other statutory instruments. In particular, as outlined in the Victorian Coastal Strategy 2014 the broader land use planning system is important for the implementation of the Strategy, regional coastal plans and coastal management plans (see Appendix 1). The relationship between these policies and plans is through:

– The State Planning Policy Framework which requires coastal planning to be consistent with the Strategy and relevant coastal action plans (including this Regional Coastal Plan) and regional growth plans; and
– Sections of local planning schemes through Municipal Strategic Statements and Local Planning Policy Frameworks.

The Victorian Coastal Strategy 2014 identifies that the term ‘coast’ means:

– the marine environment – nearshore marine environment, the seabed, and waters out to the state limit of three nautical miles;
– foreshores – or coastal Crown land up to 200 m from the high water mark;
– coastal hinterland – land directly influenced by the sea or directly influencing the coastline, and with critical impacts on the foreshore and nearshore environment;
– catchments – rivers and drainage systems that affect the coastal zone, including estuaries; and
– atmosphere – near, around and over the coast as defined above.
1.2 How the Regional Coastal Plan will be used?

In line with the hierarchy of principles in the Victorian Coastal Strategy 2014, this Regional Coastal Plan documents and describes key regional issues and strategic priorities. It links actions, those accountable, the outcomes to be achieved, and it measures and reports on performance annually.

The Plan will build the evidence base to guide future planning and establish foundations to progressively improve management decisions. This will help to better target investment, improve coordination and promote best practice. Importantly, the Board will use the Plan to work with other managers and stakeholders to increase understanding and appreciation of the coast, protect its values and further improve management arrangements and outcomes.

The Board has worked with partners to develop a range of successful coastal action plans for local areas, the central and south-west sub-regions, estuaries and boating. Planners and managers should continue to use these plans. As outlined in the Board’s Coastal Action Plan Review in 2012, it is expected that over time most of the existing coastal action plans will transition into appropriate local and regional planning tools, such as coastal management plans.

The Regional Coastal Plan will also support investment planning. Ongoing funding arrangements are essential to enable coastal managers to meet their responsibilities and to better understand, protect and manage coastal values and assets. Current revenue streams, such as income from camping areas and caravan parks on Crown land, are important. However, during the consultation for this plan many organisations and individuals expressed their concerns that funding was a limiting factor for managing the coast. This is a state-wide issue raised in the Victorian Coastal Strategy 2014.

The budgets of coastal management agencies at state, regional and local levels are expected to remain highly constrained over the next few years given the current economic conditions. Therefore this Plan has been designed to set realistic expectations about what can be delivered and by when. The Board anticipates that some of the key actions can be delivered within existing budgets of management agencies. However additional funding will be needed to carry out further planning and management steps such as detailed coastal hazard studies and adaptation plans. Over the next five years the Plan provides the framework for Commonwealth, state, regional and local agencies and the private sector to work together on attracting funding to carry out these additional pieces of work.

The Western Coastal Board will participate in a review of funding arrangements by the Victorian Coastal Council and the Department of Environment, Land, Water and Planning, as outlined in the Victorian Coastal Strategy 2014.

1.3 The role of the Western Coastal Board

The Victorian Coastal Strategy 2014 supports the hierarchy of principles introduced in previous strategies and also recognises that the foundation of coastal planning and management is a healthy coastal and marine environment. These principles give effect to the directions in the Coastal Management Act 1995 and are included in the State Planning Policy Framework and in planning schemes throughout Victoria.

The principles are:
- Ensure the protection of significant environmental and cultural values;
- Undertake integrated planning and provide clear direction for the future; and
- Ensure the sustainable use of natural coastal resources.

Only when the above principles have been considered and addressed:
- Ensure development on the coast is located within existing modified and resilient environments where the demand for development is evident and any impacts can be managed sustainably.

The actions in this Western Regional Coastal Plan support these principles and work to make sure that decision making on the coast is guided by, and consistent with, the Victorian Coastal Strategy 2014.
1.4 Who we work with on land and water

Just as we like to use the coast for a range of reasons, there are a number of managers responsible for managing the coast on land and water. Foreshores are managed by a range of organisations. Parks Victoria is responsible for managing national parks and other conservation areas. Others with significant responsibilities in the Western coastal region include committees of management, local councils, catchment management authorities and port authorities. This broad range of managers covers the region from the catchment to the sea, and extends across natural resources, infrastructure, uses and settlements.

There are two types of statutory waterway managers in Victoria. Waterway managers are appointed under the Marine Safety Act 2010 to manage vessel activities and associated issues (along with Marine Safety Victoria). In the region, catchment management authorities also have statutory responsibilities under the Water Act 1989 to protect and enhance waterway health.

A number of other organisations have responsibilities in identifying and protecting the region’s community coastal values; these include Traditional Owners, the Environment Protection Authority, Regional Development Victoria, Fisheries Victoria, water corporations and VicRoads.

Many of these organisations have planning processes for their coastal management responsibilities. For example, local councils have statutory planning processes and contribute to

Figure 2 The Western coastal region
The Board aims to use this Plan to work with these organisations to achieve the best outcomes for the Western coast. This plan helps clarify the roles and responsibilities for several specific issues particularly for managing and adapting to climate change (Chapter 6). It also identifies actions to clarify responsibilities for other issues which will help to improve coordination and collaboration between managers. Integrated Coastal Zone Management (ICZM) is a principle that underpins this Plan. ICZM is about working across a geographic area (land to sea), across different land tenures (public and private) and across organisations and jurisdictions (national, state, regional and local). ICZM is achieved through both formal and informal collaboration and coordination between the various groups using and managing the coast. The Western Coastal Board helps to achieve ICZM by coordinating action where gaps exist, or across boundaries by championing good practice and the use of best available science to inform decisions. The Western Victorian Boating Coastal Action Plan 2010 is one example of this. It provides a framework for planning and management of recreational boating and associated facilities across tenure and management responsibilities, in close cooperation with both individuals and organisations affected by the plan.

1.5 The structure of this plan

This plan has three parts:
– Chapters 2 and 3 give an overview of the values of the Western coastal region and the key issues affecting them;
– Chapters 4, 5, 6 and 7 set out the strategic objectives for the region (as regional priorities) and how the Board intends to work with its partner agencies and other stakeholders to develop plans and actions that will enhance the ability for all of us to use and enjoy the coast into the future; and
– Chapter 8 summarises how the plan will be implemented, including the process of monitoring and reporting.

1.6 Priority actions for the Western coastal region

1.6.1 Vision for the Western coastal region

The Board acts to achieve the vision expressed in the Victorian Coastal Strategy 2014: a healthy coast appreciated by all, now and in the future.

For the Western coastal region this means:
– Protecting regional biodiversity;
– Ensuring sustainable developments; and
– Identifying areas where residential and tourism infrastructure are best sited.

The actions in this Plan will contribute to this vision by:
– Supporting the work of a range of organisations and groups responsible for understanding, managing and protecting the broad values of the Western coast;
– Building the evidence base for ongoing management, particularly for the way we use the coast;
– Improving the integration and coordination of management; and
– Developing approaches to encourage sustainable development including better consideration of coastal hazards and impacts from climate change.

1.6.2 Regional priorities

The Western Coastal Board identified five regional priorities as a focus for action:
1. Managing and protecting coastal values;
2. Managing impacts of residential and tourism growth to balance access and protect natural, social, cultural and economic values;
3. Integrating coastal planning and management on the foreshore;
4. Adapting to climate change and increased coastal hazards; and
5. Supporting communities to contribute to protection and management of the coast.

These regional priorities reflect:
– Key issues identified in the Victorian Coastal Strategy 2014 which are relevant for specific attention in the Western coastal region (see Table 1 and Appendix 2);
– Issues identified as important by stakeholders during the consultation process, and
– Areas where the Board can provide leadership and influence.

The actions in this Plan apply across both public and private land tenures. None of the regional priorities can be considered in isolation. Each action is linked; recognising these linkages will lead to better outcomes from the implementation of the Regional Coastal Plan.

<table>
<thead>
<tr>
<th>VCS 2014 Key Issues</th>
<th>Western Regional Priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managing for population growth</td>
<td>Chapter 4 – Managing regional population and tourism pressures</td>
</tr>
<tr>
<td>Adapting to a changing climate</td>
<td>Chapter 6 – Adapting to climate change and increased coastal hazards</td>
</tr>
<tr>
<td>Managing coastal land and infrastructure</td>
<td>Chapter 5 – A regional approach to foreshore management</td>
</tr>
<tr>
<td>Valuing the natural environment</td>
<td>Chapter 2 – Coastal values</td>
</tr>
<tr>
<td>Integrating marine planning</td>
<td>Contribute to proposed review of the Coastal Management Act 1995, new Marine and Coastal Act, and new management arrangements and oversight of marine parks, coasts and bays</td>
</tr>
</tbody>
</table>

Table 1 Western regional priorities
1.6.3 The Plan at a glance

**VISION**

A healthy coast appreciated by all, now and in the future

**KEY STATEWIDE COASTAL ISSUES** (as identified in the Victorian Coastal Strategy 2014)

- Managing for population growth
- Adapting to a changing climate
- Managing coastal land and infrastructure
- Valuing the natural environment
- Integrating marine planning

**PRIORITY REGIONAL COASTAL ISSUES**

- Managing and protecting coastal values
- Managing regional population and tourism pressures
- A regional approach to foreshore management
- Adapting to climate change and increased coastal hazards
- Communities supported to care for the coast

**THE WESTERN REGIONAL COASTAL PLAN ACTIONS**

**CHAPTER 2 and 3**

Western Regional Coastal Board will work with relevant organisations to improve the understanding and appreciation of coastal values and processes.

**CHAPTER 4**

1. Work with public land managers and waterway managers to:
   a. Map and categorise visitation infrastructure throughout the region;
   b. Develop a service-level hierarchy for visitation infrastructure; and
   c. Document existing approaches to demand management (including parking fees, entrance fees, camping fees, leasing arrangements, licensing arrangements and the use of smart-phone apps to notify visitors to avoid congested areas).
2. Identify priority areas for visitation demand management. In particular identify:
   a. Resilient parts of the landscape where visitation can be encouraged;
   b. Vulnerable parts of the landscape where demand might be reduced by encouraging visitors towards alternative sites; and
   c. Vulnerable parts of the landscape with sought after visitor experiences and limited scope to reduce demand.
3. Develop a Visitations Demand Framework to guide local decisions, support investment and communicate with users.

**CHAPTER 5**

1. Prepare guidelines for the development of coastal management plans.
2. Develop a process that gets managers to work together where it is sensible for a coastal management plan to be developed across multiple land and water managers. From this, local public land managers can put together precinct or master plans.
3. Work with Traditional Owners in preparing multi park plans that include coastal areas.
4. Ensure there are current coastal management plans in place throughout the Western coastal region.

**CHAPTER 6**

1. Develop a systematic approach to prioritise areas for detailed coastal hazard assessments and adaptation planning.
2. Refine methodologies for conducting detailed coastal hazard assessments and integrating flood studies in coastal areas to identify high risk areas.
3. Refine methodologies for local adaptation planning, including addressing barriers to practical local adaptation action.
4. Continue, or undertake new, detailed coastal hazard assessments and adaptation planning, particularly for the priority areas identified in 1.
5. Implement identified adaptation responses through local decisions, for example updating local planning schemes, coastal management plans and emergency plans, and prioritising future works.

**CHAPTER 7**

1. Work with partner organisations to organise:
   a. Biennial regional coastal conferences; and
   b. Regular information sharing events.
2. Work with statewide groups and programs to:
   a. Support all volunteers to collect data about the coast to inform local decision making,
   b. Support community groups to better link with Traditional Owners to work on joint coastal projects; and
   c. Support education programs, such as Summer by the Sea, to improve understanding and awareness of coastal values and management.
3. Promote and support the work done by all local coastal and marine community groups, including Reefwatch, Fishcare, Seasearch and EstuaryWatch.
2 COASTAL VALUES

The Western coastal region provides important environmental, social, cultural and economic values for Victorians and visitors. Understanding these values is essential for effective decision-making. This broad range of values is managed and monitored by many different organisations such as catchment management authorities, Parks Victoria, local councils, committees of management, VicRoads, water corporations, ports authorities, Traditional Owners, the Environment Protection Authority, regional bodies and the Department of Environment, Land, Water and Planning.

2.1 Environmental values

The Western coastal region’s sandy beaches and their dune systems respond seasonally as seas alternatively erode and deposit sands. The environmental values of the Western coastal region are of national and international significance. For example, the Western coast provides diverse habitats for migratory and resident shorebirds, including marine and foreshore ecosystems for nesting, and reefs and intertidal areas for foraging. Coastal vegetation provides critical habitat for several nationally threatened species.

Coastal vegetation and sediments also provide important ecosystem services by sequestering significant amounts of carbon (known as “blue carbon”) in seagrass meadows and intertidal saltmarshes.

Natural values are under pressure from a range of processes and threats such as increasing use, coastal development, invasive pest plants and animals, altered fire regimes, pollution, litter (particularly plastics) and climate change. In general, regional planners and managers focus their efforts on ensuring that local high value habitats can be protected – especially those that are most affected by human activity.

2.1.1 Marine ecosystems

Australia’s southern coast is by far the longest south-facing expanse of temperate shoreline in the southern hemisphere, and many of Victoria’s marine species, such as the seaweeds that make up its spectacular kelp beds, occur nowhere else in the world. There are two marine bioregions in the Western coastal region – the Otway bioregion extending from Cape Jaffa in South Australia through to Apollo Bay, and the Central bioregion from Cape Otway to west of Wilson’s Promontory. Both contain many different types of marine habitats, including pelagic habitats (the water column within the ocean), deep rocky reefs, sub-tidal rocky reefs, intertidal shorelines, including rock platforms and sandy beaches.

A number of marine ecosystems are managed through their designation as marine national parks and sanctuaries. The marine national parks in the region (Discovery Bay, Twelve Apostles and Point Addis) and marine sanctuaries (Merri, The Arches, Marengo Reef, Eagle Rock and Point Danger) are highly protected no-take areas established in 2002. The ‘Bonney Upwelling’ makes Victoria’s far west coast a highly productive environment. From November to May, south-east winds result in cold nutrient-rich water ‘welling up’ from the deep ocean onto the continental shelf. The nutrients trigger growth in algae (from minute plankton to large seaweeds). These plants form the building blocks of food webs, and attract many species, including the rare and endangered blue whale, seals, sea birds and sharks.

The Western coast is one of the only areas in Australia where whales migrate in such close proximity to the coast each year. This contributes to the region’s distinct identity and supports its local amenity and economy. The Victorian Government has committed to reviewing the Coastal Management Act 1995, developing new management and oversight for marine parks, coasts and bays, and establishing a new Marine and Coastal Act. These initiatives will be the primary mechanisms to improve the integration of marine and coastal planning – a key issue in the Victorian Coastal Strategy 2014.

2.1.2 Foreshore ecosystems

The Western coastal region’s foreshore ecosystems are particularly important; they link marine, estuarine, freshwater and terrestrial areas. Foreshore habitats include the beach, dune system, headland scrub, grasslands, saltmarsh areas and sedgelands.

Unstable low-nutrient soils, made largely of sands that hold little water, interact with wind and salt to provide the critical influences on coastal vegetation. Plant communities growing in these areas have to cope with this challenging environment. Examples include the native spinifex that binds shifting sand dunes, as well as the moonah and sheoak trees whose narrow leaves enable them to cope with high levels of salt and reduce their water needs.

Inter-tidal habitats, including sand flats, rocky shores and rock pools, support diverse marine life and seabirds. Many species, such as the endangered hooded plover, depend on these habitats for roosting, feeding and nesting, so it is important to protect...
They are highly dynamic systems that can open to the sea at some times of the year and close at others. Estuaries are important parts of the landscape. They provide sites of aesthetic, cultural, scientific and educational significance. They also provide recreation opportunities and generate significant economic value. The Aire River and its mouth were designated as a Heritage River under the Heritage Rivers Act 1992 for several of these values.

Our towns and farms have now replaced much of the original habitat in some systems, and further changes in land use have the potential to affect the remnant habitats. There is much that we can do to protect or restore these habitats, while also accommodating sustainable changes in land use. We can make use of appropriate planning tools, protect local remnant vegetation, manage weeds and plant shelterbelts, design stormwater treatment systems, fence off riverbanks and protect floodplains, to name a few.

2.1.3 Hinterland ecosystems
The region’s hinterland includes a range of ecologically significant habitats such as coastal forests, coastal heath and volcanic plains. A number of nationally significant estuaries and wetlands extend across both foreshore and hinterland. These habitats are represented in national parks, state parks and reserves such as the Great Otway National Park and Lower Glenelg National Park.

Rivers, wetlands and estuaries of state significance occur throughout the region. They include the Glenelg, Moyne and Gellibrand estuaries. The border region between South Australia and Victoria has the highest density of wetlands in southern Australia. The region’s estuaries link catchments to the coast and the marine environment. This creates a diverse mix of highly productive ecosystems that support a rich and diverse range of wildlife and vegetation communities; they also support nursery areas for many animals.

Rocky offshore reefs remain as the coast retreats under constant attack by the sea.

2.2 Aboriginal cultural values
The Aboriginal cultural heritage of the Western coastal region is extensive and rich.

The Gunditjmara, Eastern Maar and Wathaurung Peoples have strong connections with the region: their stories of place, and the tens of thousands of years of physical evidence of their presence, remind us of these links. Evidence of archaeological sites along the coast, such as shell middens, stone quarries and places of habitation, date back as far as 12,000 years. Sea levels have changed over this time, and traditional lands extend beyond the current coastline.

Aboriginal people have an ongoing and intimate relationship with coastal and marine environments, with continuing social, economic, spiritual and traditional connection. Land and Sea Country is a term for the whole environment, integrating land, intertidal areas and sea, and including natural, heritage, material and spiritual components. This connection is the basis for maintaining cultural traditions and passing on knowledge across generations.

The short finned eels ( Kuuyang) in the local languages are highly symbolic to Aboriginal people of the region. It is a significant food resource, a focal point for their culture and society, and a connection to past generations.

Deen Maar (formerly known as Lady Julia Percy Island) used to be connected to the mainland. It is central to the creation story of south west Victoria and extremely important to local Aboriginal people.

The region includes four Indigenous Protected Areas – Aboriginal community owned properties. The Deen Maar Indigenous Protected Area (close to but distinct from the island of Deen Maar) is a 453 hectare mainland property of rolling sand dunes, limestone ridges, river, lake and wetlands. The Budj Bim National Heritage Landscape contains three Indigenous Protected Areas: Lake Condah, Kurtonitj and Tyrendarra. These include sites significant as traditional meeting places for the Gunditjmara people. They also contain the remains of an elaborate aquaculture system for farming eels and the settled community the eels supported.

Today, the communities in the region have a strong interest and role in being more effectively involved in coastal management. Protection of a broad range of values and interests, including cultural heritage, from inappropriate recreation or damage by coastal erosion due to storm surge and sea level rise, is a major concern, as is sharing the responsibility for caring for country. The communities bring together natural and cultural values by working on country.

Registered Aboriginal Parties have statutory roles under the Aboriginal Heritage Act 2006, and include in the region:

– the Gunditj Mirring Traditional Owners Aboriginal Corporation for the coastline from Yambuk to the South Australian border to 100m seaward of the mean low water mark.
the Eastern Maar Aboriginal Corporation for areas around the Shaw and Eumeralla Rivers and including Deen Maar. A native title claim and Registered Aboriginal Party application process are also underway covering areas to the east of the Shaw River to the Leigh and Barney river basins, and the area from the sea in the south to the Great Dividing Range in the north; and

– the Wathaurung Aboriginal Corporation for the coastline from the outlet of Painkalac Creek separating Fairhaven and Aireys Inlet to the eastern boundary of the Western coastal region and including three nautical miles seaward of the coastline.

The Traditional Owner Settlement Act 2010 allows for joint management of coastal parks. Ngootyoong Gunditj Ngootyoong Mara (Healthy Country Healthy People) – South West

Management Plan is being finalised by Parks Victoria in consultation with Traditional Owners. It recognises the Gunditjmara’s connections to country and their role in management (also see the case study on page 17). The plan will be used to guide the management and protection of the parks, reserves and Indigenous Protected Areas of the area. More broadly, several groups are interested in establishing marine ranger teams to care for their sea country.

The Aboriginal Heritage Act 2006 and Aboriginal Heritage Regulations 2007 aim to manage and protect cultural heritage.

### 2.3 Social and historical values

The coast is important to the Western regional community. In many areas, its features are the primary attraction for residents and tourists. This is reflected in the strong sense of connection people feel for coastal areas and the high levels of volunteer involvement in monitoring, managing, protecting and restoring the various values of the coast.

Coastal areas provide extensive and varied opportunities for recreation. Fishing, boating, surfing, bushwalking, cycling, canoeing, snorkelling and diving are common, and many people enjoy passive recreation by simply being in the coastal environment. Coastal areas are also a significant asset for research and education institutions.

The Western coastal region has large towns such as Warrnambool, Torquay and Portland, that have extensive social networks associated with employment, training institutions, sporting and artistic life. Smaller coastal settlements like Apollo Bay and Port Fairy have strong links to neighbourhood, family and place. Many places along the coastline represent strong, long-standing connections for the families and friends that share these places.

Many features of the Western coastal region are of national significance. For example, the Great Ocean Road was recently added to the State Heritage Register and has been on the National Heritage Register since 2011. It is one of sixteen National Landscapes identified by Parks Australia and Tourism Australia, and the Budj Bim landscape of the volcanic plains was one of the first places to be listed on Australia’s National Heritage List. The Great Ocean Road is historically significant having been built by hand by returned ex-servicemen from World War I.

Deep-water ports are rare in south east Australia, so the Port of Portland is an asset of national significance. It is an export gateway for timber, livestock, mineral sands, grains and woodchips. Its surrounding heritage and amenity values have seen it attract cruise ships. The Western coastal region is endowed with significant cultural heritage. Some of these values are embodied in tangible objects, such as buildings, landscapes, shipwrecks, places of significance and artefacts. Some cultural values, though, are intangible; they include the connections to traditions many people feel, including Aboriginal, maritime and agricultural history. Other forms of cultural value arise from holidaying and recreational traditions.

Cultural heritage values in Warrnambool, Port Fairy and Portland, reach back to Victoria’s early settlement period. The whaling and seal industries were active in the early 1800s, and several whaling stations were established in Portland Bay before Victoria’s first permanent European settlement at Portland in the 1830s. There are still over 200 buildings from this era in Portland.

This Plan describes the types of social values most explicitly associated with the coast. Therefore it concentrates on cultural heritage values and amenity values. This is how it will help coastal planners and managers work with local and regional communities to articulate the priority values they are protecting.
Figure 3 An indicative map of key regional social, economic and environmental values of the Western coastal region. Note: Not to scale. This map is intended to give a broad indication of the range of values in the region and is not comprehensive.
2.3.1 Amenity values

Many factors affect people’s enjoyment of the coast and contribute to a sense of wellbeing by providing amenity values. Figure 4 describes how different attributes of the coast can contribute to the way people appreciate and value the coast. Some aspects of amenity are tangible, such as paths and natural vegetation. Others are intangible, such as open space, views, safety on the water, links to places or people, or the knowledge that wildlife is present.

The coast supports a wide range of active and passive pursuits that contribute to our health and wellbeing. Opportunities to interact with natural places encourage people to be more active and more engaged in social activities.

The sense of wellbeing derived from the coast is intrinsically linked to our ability to maintain or enhance the quality and the extent of natural views, native vegetation and natural landscapes. The built environment also contributes to our sense of wellbeing by providing people with physical and visual access to the natural environment and its associated intangible values. Parts of the built environment also contribute to the heritage character of many towns in the region.

The tracks, paths and boardwalks that allow people to move to, from or along the beach help improve amenity, while at the same time providing access to the sights and sounds of the ocean. Similarly, picnic facilities enable people to enjoy the time they spend beside the coast.

Amenity values are diminished by the presence of inappropriate or intrusive development, high levels of congestion, poorly managed visitation, degraded environments, odour, litter and noise.

Figure 4 Managing visitor satisfaction with their coastal experience – key amenity values (derived from Melbourne Water)
2.4 Economic values

The Western coast generates significant economic values and benefits from both commercial and non-commercial activities and features.

The commercial uses of the coast include agriculture and commercial fishing, manufacturing, tourism and recreation, construction, shipping and energy production services and retail activity. Each of these has direct and flow-on benefits to local and regional economies.

Dairy, sheep and beef are important for agriculture in the region. Various aquaculture industries as well as commercial and recreational fishing take place along the coast, targeting abalone, fin fish and rock lobster. The economic contribution of recreational fishing will be boosted by the Victorian Government’s Target One Million plan to improve fishing opportunities and increase the number of recreational fishers. Value-adding to primary products by manufacturing injects a further $4 billion into the region’s economy every year.9

The region’s built infrastructure generates and underpins significant economic value. The Port of Portland is one of Victoria’s four main commercial trading ports, handling the bulk of commercial trade in the region. Port Fairy, Warrnambool and Apollo Bay also support substantial ports that are tourism destinations. The extensive road network managed by Vic Roads supports economic development, tourism and recreation throughout the region. It also helps to manage access issues, for example by providing alternative inland access routes to the

Great Ocean Road from the Princes Highway. Water supply and sewerage infrastructure is vital for towns and communities. A wide range of other infrastructure supports recreation, servicing and cultural opportunities.

Tourism is a significant contributor to the regional economy. The Great Ocean Road is a nationally significant tourist destination and captures around seven million visitors, contributes over 7000 jobs and has a direct economic output of $1.1 billion per annum.10 It attracts more than half of all international visits to regional areas (see Section 3.5) and more domestic tourism expenditure than any other region in Victoria.

Recreation also makes substantial contributions. For example, the surf industry contributes $457.2m (25 per cent) to the Surf Coast economy.11 Construction is a major employer in some coastal locations, accounting for 13 per cent on the Surf Coast work force and 8.8 per cent in Warrnambool in 2011.12 The retail, education and healthcare/social assistance sectors are economically significant and important employers.

Renewable energy production is growing in the region, with wind, geothermal and natural gas energy projects either in operation or with planning approvals.13 The emergence of new energy industries in the region, such as geothermal power, wave power and carbon capture and storage (including from ‘blue carbon’) may offer opportunities for economic development, while simultaneously presenting new threats and pressures to natural and social values.

The coast also supports high non-commercial economic values: those for which no commercial transaction takes place. The environment has its own intrinsic value, and provides ecosystem services offering significant benefits to the community. For example, the coastline provides storm and flood protection and erosion buffers, sand dunes provide a sand store for beach replenishment after storms, sea grass beds act as nurseries for important fish species (such as bream and whiting) and coastal saltmarshes fix nutrients and carbon.

Case study – Economic benefits of the region’s caravan and camping parks

The Value and Equity for Climate Adaptation: Caravan and Camping Park Case Study project was initiated to gain a better understanding of non-commercial economic and social values of the coast to assist with climate adaptation decisions.

It was undertaken by the Board in 2012, and the first stage surveyed both campers and residents in five coastal towns. It generated a range of new economic and social information, such as how people value the beach. It showed that the consumer surplus (what people are willing to pay above what is actually charged) across the five caravan parks was $49 per person per night, which extrapolates to a $90 million benefit provided to the community annually from these five parks alone.

The second stage of the project was the development of a framework which shows the reader how to incorporate this kind of information into existing decision making processes for adaptation. It steps decision makers through the generation of new information, followed by its inclusion in option assessments and finally the application of the information to the three areas of business case, Coastal Management Act 1995 consent and municipal planning approval.
2.5 Protecting coastal values

The environmental, social and economic values of the coast are affected by a range of pressures and threats, such as increasing use, coastal development, invasive pest plants and animals, pollution, litter (particularly plastics) and climate change.

Under the Coastal Management Act 1995, regional and local decision-makers must have regard for the coastal values described above when working with their communities on coastal planning and management.

The Victorian Coastal Strategy 2014 identifies a hierarchy of principles to guide planning and decision making. The Board uses this as the basis for developing policies and actions to manage the factors that contribute to coastal values. The hierarchy of principles helps to be explicit and consistent about how we refer to the various values and how we prioritise actions and investment. Regionally, this helps us to identify where these values are most concentrated, and, in particular, assists us in determining where they may be at risk due to coastal processes or human activities.

Figure 5 provides a regional snapshot of some of the values within the Western coastal region and how these guide decisions by coastal planners and managers.

It also identifies key plans and work done by those agencies with significant responsibilities on the coast. In particular, the Board notes the work by catchment management authorities in estuaries and wetlands guided by the Victorian Coastal Strategy 2014 and the Victorian Waterway Management Strategy 2013. The catchment management authorities' regional catchment strategies and regional waterway strategies will identify significant natural values and areas of ecological significance to help prioritise investment.

Similarly, the Board notes work by local councils in planning and managing community coastal values within their planning schemes and urban design. They work with land holders, developers and public land managers to make sure impacts of increasing urbanisation and use of the coast are managed to meet community expectations.

The following chapters outline actions to address priority regional issues about population changes, coordination of management, and the implications of climate change particularly the effects of flooding and erosion.

Figure 5 Community coastal values guide decisions in the Western coastal region.
Coastal planning and management must allow for the dynamic nature of the coast. That dynamism is manifested through:

- Natural coastal processes;
- Climate change;
- Connections to catchments;
- Demographic trends; and
- Visitation trends.

### 3.1 Natural coastal processes

The coast is the interface between land and sea, and is not static. It changes with the influence of tides, wind, waves and weather systems. Interactions between coastal processes and different landforms (sandy beaches, rocky headlands, low-lying mud flats and estuaries) create complex and dynamic systems.

The western coast is a high energy coast. It is influenced by Southern Ocean weather systems producing strong south-westerly winds and swells which much of the coastline has aligned to. The coast to the west of Cape Otway has some of the highest wind and wave energy in the world, with Bass Strait often some of the highest wind and wave energy in the world, with Bass Strait often

Our natural dynamic coastline - the beach at Separation Creek (near Lorne) in 2011 (top) and in 2013 (above). Photo: Tammy Smith

...future potential for this to happen needs to be carefully considered before such structures are built.

The dynamic nature of coastal processes means all proposals for protective works on the coast (on private or public land) must be considered and designed as part of a larger coastal compartment or “whole of coastal cell system” rather than individual sites. These larger systems are areas with the same physical characteristics and processes such as landforms and patterns of sediment movement. They are the basis for effectively managing physical hazards and establishing a consistent approach. Works must be designed and managed with an understanding of coastal processes and the wider impacts on coastal values beyond the location of the works.

Coastal acid sulphate soils occur naturally along the Victorian coast in low lying areas such as wetlands and estuaries. If left undisturbed, these soils are harmless. If exposed to air, the soil reacts with oxygen to form sulfuric acid which in turn can lead to release of other toxic elements, killing plants and animals, contaminating water and corroding infrastructure. Drainage, excavation, drought and climate change can trigger these reactions.

The Victorian Coastal Strategy 2014, regional catchment strategies and State Planning policy aim to avoid disturbing coastal acid sulfate soils. The Victorian Coastal Acid Sulfate Soils Strategy and the Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soils give advice about identifying and managing these soils.

The Western coast contains extensive areas of natural forests and woodlands. This brings risks from bushfires for some coastal towns and the coastal environment particularly along the Great Ocean Road. Planned burning is important in managing the risk, but those risks are likely to be exacerbated by climate change. Given the need for shelter and road access during bushfires and the need to protect water supply, this has implications for coastal infrastructure.

### 3.2 Climate change

Climate change will cause many significant changes to the region's coastal and marine environments with far reaching consequences.

Rising sea levels are predicted to cause increased inundation and flooding of low lying coastal areas, greater coastal erosion, higher storm surges and higher costs of managing coastal land. In some areas, increased inundation or erosion could lead to the loss of narrow coastal reserves. Higher ocean temperatures are likely to change ocean currents. Dissolving of additional carbon dioxide from the atmosphere is leading to ocean acidification. These changes will disrupt marine and coastal ecosystems. Higher temperatures will bring longer, hotter and drier periods and greater threats from bushfires.

More intense rain events will cause increased riverine and estuarine flooding and higher inflows of catchment pollutants. The high biodiversity of the region’s coast will be affected by all of these changes. Inundation and erosion will squeeze some coastal habitats against immobile barriers such as cliffs and infrastructure, change the distribution of some species and increase pressure from pest plants and animals.
Climate change has the potential to increase the extent and severity of coastal hazards. By bringing about increased rates of erosion and more extensive flooding, rising sea levels pose greater risks to coastal properties, infrastructure, cultural and social assets, and biodiversity. It may also result in areas that are not at risk now becoming so in the future.

To counter those risks, we need to balance current use and development opportunities with potential future costs and the long-term health of the coast. We also need to address the legacy of earlier land use decisions. Where property and infrastructure are now at risk from erosion or flooding, we need to adapt to changing circumstances. The options may include living with the risk for the economic life of existing assets, removing or relocating the assets, or protecting the assets from the hazards.

The Victorian Climate Change Adaptation Plan 2013 sets out how the Victorian Government is managing these risks (amongst others) and acknowledges the contribution by all tiers of government, infrastructure, and communities in this work. A number of studies by coastal managers have assessed the contribution by all tiers of government, amongst others) and acknowledges the contribution by all tiers of government, business and communities in this work.

A number of studies by coastal managers and local governments have assessed the contribution by all tiers of government, business and communities in this work. These include (but are not limited to):

- the Port Fairy Local Coastal Hazard Assessment 2014;
- Coastal Climate Change Vulnerability and Adaptation study (Great Ocean Road Coast Committee 2012);
- Climate Resilient Communities of the Barwon South West 2014; and
- Value and Equity Framework for Climate Adaptation: Caravan and Camping Parks Case Study (Western Coastal Board 2013).

The knowledge gained from local studies provides the foundation for the next phase of community-driven adaption planning. The next steps in using the information will be in working with local communities to assess the risk of the hazards to their community and arrive at decisions that make their community more climate resilient. A good example is the Moyne Shire Coastal Adaptation Plan for Port Fairy.

### Case study – Port Fairy Working Group

Coastal erosion around Port Fairy is threatening important community activities, environmental values, private property and infrastructure. The historical response was to install a rock wall along the beach from the river mouth to the last house on Griffiths St at the north east edge of town.

Further north of the rock wall, the beach is eroding and exposing old tip sites and resulting in debris on the beach. Approximately two tonnes of waste has been collected since 2011.

The Port Fairy Inter-agency Working Group came together to share information and develop shared solutions to this and other challenges confronting the coastline.

The Group provided input to the Local Coastal Hazard Assessment for Port Fairy, and it supported the Port Fairy Community Challenge Group in developing a community beach monitoring program. It is now developing an engagement plan to ensure people understand the potential impacts of climate change along Port Fairy’s coastline and what options may be available to meet this challenge.

### 3.3 Connections to catchments

Our coast, catchments and marine areas form a continuum across water, land, ecology and communities. What happens in catchments often affects the coast and near-shore marine environments, as well as activities which depend on them. Many species, particularly fish, move between marine, estuarine and freshwater habitats. The integrated management of coastal and catchment issues is essential in protecting the environments and amenity of the coast.

These linkages are particularly evident for waterways which flow through their catchments to estuaries and the sea. Runoff, and more recently environmental flows, support the plant and animal communities in estuaries and nearby marine areas. Runoff can also generate riparian and estuarine flooding which can cause significant disruption and losses as well as exacerbating coastal hazards.

Water flows and water quality are often interlinked, and variations in river and estuarine flows can improve or worsen water quality. Some water quality issues are natural processes that affect social and economic use of the coast. For example, acidification of the Anglesea River killed many fish in recent years, and limited recreational fishing and access for water sports. Human activity has exacerbated some of these processes and created new problems, such as the unplanned opening of estuaries which are experiencing high water levels. Pollution and litter, particularly plastics and plastic particles, can have major adverse impacts on coastal birdlife, marine fauna and enjoyment of the coast. Algal blooms due to nutrient enrichment can prevent or restrict use and reduce many coastal values.

Catchment management authorities have developed regional catchment and waterway strategies to help maintain or improve the quality of water reaching coastal areas.

The Western Coastal Board will support actions in regional catchment and waterway strategies that aim to improve the condition of coastal values, particularly to improve water quality in estuaries, embayments and coastal waters.

### 3.4 Demographic trends

Many people choose to live on the coast. Changes in population create challenges in meeting future infrastructure and employment needs. Balancing these changes with the protection of coastal values means that the Western region’s coastal settlements need to be planned according to geographical landscapes and regional strengths. They also need to be planned around the relationships with hinterland townships and the larger regional towns that form centres for employment and services.

Table 1 shows the resident population of the region’s municipalities from 2011 and projections to 2021. This is anticipated to grow to 143,434 by 2021, with the highest growth being in the municipalities of Surf Coast, Warrnambool and Moyne. Municipal population figures may not show trends within each council area. In some areas such as Corangamite...
people may expect within and between towns. Regional growth plans guide statutory land use decisions by local councils via Clause 11.05 (Regional Development) of the State Planning Policy Framework. They also identify coastal values and address sensitive coastal areas for planning; they should also identify the growth in localised foreshore use pressures associated with population growth.

**3.5 Visitation trends**

The Great Ocean Road and Twelve Apostles are among Victoria’s most popular visitor and tourist destinations; they are of national and international significance. The Great Ocean Road Region captures more domestic and international visitors than any other tourism region in Regional Victoria (see Figure 6). Many other destinations in the Western coastal region such as Torquay, Lorne, Apollo Bay, Warrnambool, and Port Fairy draw the majority of their visitors from Melbourne, with others coming from intra and interstate and overseas.

Visitation and tourism are key economic drivers for Victoria and for western coastal communities. The above attractions draw significant numbers of visitors, and it is to be expected that these numbers will continue to increase. The economic opportunities associated with these trends need to be taken in ways that protect significant coastal features and landscapes from the environmental impacts that accompany high visitor numbers.

The impact of increased visitation at key coastal sites on the ‘visitor experience’ (that is, how an individual interacts and enjoys a site) is an emerging issue for nature-based tourism. As well, the increase in day trips from Melbourne to the Great Ocean Road has increased pressure on infrastructure and facilities with only limited opportunities for financial contributions to management. While visitation dispersal opportunities at some sites should be considered, identifying ways for visitors to contribute financially to the renewal and maintenance of facilities as well as preservation activities that contribute to maintaining a quality visitor experience also deserve consideration. Further studies that examine the visitor experience at coastal sites such as the Great Ocean Road should be a priority.

Regional scale strategic planning can help to address these issues by identifying opportunities to tailor the service levels at different sites to expected visitation demand. The key here is to do that in ways that help to minimise pressures on the vulnerable parts of the coast.
4 MANAGING REGIONAL POPULATION AND TOURISM PRESSURES

4.1 Background

Access to coastal land and marine environments is managed by a variety of public land and waterway managers (see Chapter 5). As far as practical, they each aim for balanced access between users, being mindful of protecting natural values and the impact on amenity for other users. They manage access through their provision of facilities that include walking tracks, boat ramps, car parks, picnic areas, boardwalks, jetties and caravan parks.

There are different types of residents and visitors to the coast. These include local residents, people with ‘weekenders’ and holiday homes, itinerant travellers such as ‘grey nomads’, and people on longer vacations. Collectively, the way they interact with the coast can be referred to as ‘visitation’.

Periods of congestion at popular locations are frustrating to experience, detract from people’s enjoyment of the coast, and are particularly challenging to manage. These periods of congestion are extending beyond the traditional peak school holiday seasons into weekends, particularly in shoulder seasons at key destinations along the coast. Peak demand strains assets and infrastructure and can reduce the natural and amenity values that attract people to the coast.

There is a balance to be achieved between continually upgrading facilities at popular sites, and promoting the availability of alternative sites. Queueing, parking fees, site-specific fees and ballots are all legitimate ways to manage access, but they need to be evaluated.

Careful design and placement of facilities along the coast can ease the pressure on vulnerable coastal values. Similarly, the differing levels of service provided at individual visitation sites can help concentrate visitation pressures in the most resilient parts of the landscape where adequate facilities exist.

Planning for appropriate levels of service at locations is best considered at the regional scale. Carefully distributing facilities and service levels across the region will:

- Enhance accessibility and experiences;
- Help reduce potential conflicts between different uses, such as boating and swimming, and improve the safety for those uses;
- Assist in communicating the availability of alternative facilities; and
- Help target investment in priority facilities and environmental assets.

Amenity values at some vulnerable sites may mean that access needs to be provided in different ways. In these cases, the optimum solution may be to offer high service levels through the provision of facilities such as boardwalks, sophisticated parking arrangements (for example ‘park and ride’) and public transport.

This is particularly true of places along the Great Ocean Road, currently visited by 60 per cent of all international visitors to regional Victoria.

Case study – Car park demand strategy

The areas managed by Great Ocean Road Coastal Committee (GORCC) represent some of the most highly visited and intensively used sections of Victoria’s coast. Visitation demand for the GORCC managed coast is very seasonal. It continues to peak over the traditional holiday periods (from Christmas Day to Australia Day and at Easter). Increasingly, however, coastal use also peaks on any warm, sunny day – especially on weekends and public holidays. In part this is driven by the improved accessibility from Melbourne provided by the recently completed Geelong Bypass.

Cars are the main form of transport to the coast, and demands for car parks are significant. This can result in congestion and indiscriminate parking behaviour, which in turn affects both the environmental and amenity values of the coast.

A Discussion Paper released for consultation at the start of 2014 outlined a number of options being considered, including providing drop-off bays at popular beaches, better communication to spread the demand and providing a park-and-ride system as an alternative to car parking.
Case study – Cooperative planning for cultural tourism

The Gunditjmara people are the Traditional Owners of significant areas in Victoria’s south-west, and have continuous links to these landscapes. Gunditjmara landscapes are defined by their cultural values and stories, which connect across regional sites including Budj Bim, the Convincing Grounds (Allestree coast), Mt Napier, Tower Hill and the Tyrendarra coastline.

The Gunditjmara Traditional Owners place a range of cultural values on natural areas, including aesthetic, social, spiritual and recreational. Cultural values may be attached to the landscape as a whole and to individual components, such as plant and animal species used by Gunditjmara Traditional Owners.

In conjunction with Parks Victoria and the Department of Environment, Land, Water and Planning, the Gunditjmara Traditional Owners have developed the Ngootyoong Gunditj Ngootyoong Mara South West Management Plan.

Ngootyoong Gunditj Ngootyoong Mara means Healthy Country, Healthy People and emphasises the Gunditjmara Traditional Owners’ connections to country.

A landscape-scale approach has been adopted across land tenures to manage natural and cultural values, recreation and tourism across more than 116,000 hectares of parks, reserves and Indigenous Protected Areas. The areas of Sea Country (Koonang Mirring) include Discovery Bay Coastal Park, Mount Richmond National Park, Cape Nelson State Park and Discovery Bay Marine National Park.

Providing for visitors is based on understanding the experiences sought by visitors and the relationship between those experiences and the area’s settings, facilities, services and recreational opportunities. These experiences are grouped as Visitor Experience Areas described as either journeys or destinations. The plan’s approach to visitor services focuses on protecting the unique settings and managing for the underlying values and experiences important to park visitors in each Visitor Experience Area. The areas are then prioritised for the delivery of those experiences.

The plan has an emphasis on cultural tourism and interpretation, and recognises the Traditional Owners’ responsibilities for setting directions and priorities for cultural heritage management.
4.2 The Boating Coastal Action Plan

The Western Victorian Boating Coastal Action Plan 2010 is an example of how infrastructure can be planned at the regional scale. It shows that there are significant opportunities to manage demand, while maintaining community coastal values.

The plan was developed in partnership with local government, state agencies, land and port managers and stakeholder groups. It includes local ports with both commercial and recreational uses at Lorne, Port Campbell, Warrnambool, Apollo Bay, Port Fairy and Portland Bay. Exclusively commercial facilities are not included.

The plan provides an inventory of the region’s boating facilities and their condition (see Figure 7). It then classifies each of them into one of five different categories (state, district, regional, local and informal facilities) based on the level of service they are intended to provide by 2035. A clear designation of strategic priority assists planning and investment processes. To some extent, every facility in a given category provides interchangeable and complementary services. Therefore, if one site is congested it is possible to receive similar services at an alternative site.

The Boating Coastal Action Plan takes a positive step towards planning for the development of boating facilities, including recreational boating infrastructure in local ports, to ensure community expectations and demands can be balanced with environmental and social values.
The plan’s level of service approach can be applied more broadly in coastal management. Taking this approach at the regional scale lends itself to better management of all locations that hold the potential to provide interchangeable levels of service and complementary coastal experiences.

4.3 The Draft Shipwreck Coast Master Plan

The draft master plan study area for the Shipwreck Coast covers a 28 km segment of the Great Ocean Road (from Princetown to Boat Bay). Developed by Parks Victoria in partnership with local councils and Tourism Victoria, it proposes options for better managing visitation demand. It also shows how this approach can be integrated with tourism strategies.

The proposed long term aim is to develop a series of park-and-ride hubs. These will provide visitors with opportunities to engage more deeply with the National Parks by hiking, cycling or catching shuttle buses through a whole-of-coast ‘open interpretative centre’ curated through a series of visitor pods rather than a single large interpretative centre. Visitor centres are intended to be around five kilometres apart. This would allow for comfortable hiking or cycling between them. The visitor pods would be dispersed in between to provide shelter and information.

There is potential for revenue to be raised through fees for car parking, tours and licensed operators. The revenue could be reinvested into visitation infrastructure, park maintenance and supporting services.

4.4 Activity and recreation nodes

The Victorian Coastal Strategy 2014 notes that in coastal communities, recreation and tourism developments are focused around activity and recreation nodes. These create efficient relationships between buildings, access and infrastructure and they minimise development impacts on the coast.

Activity nodes provide for community recreation facilities and tourism activities. They are within settlements (on private or public land) and are adjacent to the activity centres identified in planning schemes. Recreation nodes are located on coastal Crown land, outside activity nodes. They provide access and infrastructure for recreation and water-related activities.

Any development on coastal Crown land within an activity node or recreation node should satisfy the criteria for use and development on coastal Crown land in the Victorian Coastal Strategy. For example, the Great Ocean Road Coast Committee has identified a preliminary framework of activity and recreation nodes in their Coastal Management Plan, which was approved by the then Minister for the Environment in 2013.
4.5 Key challenges and actions

The coast is valued for a range of uses. Coastal planners and managers aim to provide facilities to enhance access while maintaining the values that attracted users to the site in the first place.

Population pressures and increased tourism visitation will increase the importance of getting this balance right. A regional approach will help to identify where visitation is best directed and those areas that will need further protection.

The actions in this chapter will provide key information about existing infrastructure and assets that supports visitation to the Western coast. They will build collaboration and coordination between land and waterway managers, and help to share and learn from the different experiences of each of those managers. The level of service approach used in the Boating CAP will be used as a basis for assessing other visitation infrastructure. This work will be referred to in developing a framework to guide consistent local decisions, support investment, explain to coastal users the long-term goals of managing access to the coast, and more effectively manage coastal values. It will guide decisions, target investment and help users in making choices about where to go on any given day.

<table>
<thead>
<tr>
<th>Chapter 4 - Visitation Actions</th>
<th>Lead</th>
<th>Partner Agents</th>
<th>By When</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Work with public land managers and waterway managers to:</td>
<td>DELWP</td>
<td>WCB, PV, Local councils, CoM, Western Ports</td>
<td>Dec 2017</td>
</tr>
<tr>
<td>a. map and categorise visitation infrastructure throughout the region;</td>
<td></td>
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<tr>
<td>b. develop a service-level hierarchy for visitation infrastructure; and</td>
<td>WCB</td>
<td>DELWP, VCC, PV</td>
<td>Dec 2017</td>
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<tr>
<td>c. document existing approaches to demand management (including parking fees, entrance fees, camping fees, leasing arrangements, licensing arrangements and the use of smartphone apps to notify visitors to avoid congested areas).</td>
<td>WCB</td>
<td>DELWP, PV, Local councils, CoM</td>
<td>Dec 2017</td>
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<tr>
<td>2. Identify priority areas for visitation demand management. In particular identify:</td>
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<tr>
<td>a. resilient parts of the landscape where visitation can be encouraged;</td>
<td>WCB</td>
<td>Local councils, DELWP, CoM, PV, Tourism boards, Vicroads, TOs</td>
<td>Dec 2018</td>
</tr>
<tr>
<td>b. vulnerable parts of the landscape where demand might be reduced by encouraging visitors towards alternative sites; and</td>
<td>WCB</td>
<td>Local councils, DELWP, CoM, PV, Tourism boards, TOs, Vicroads</td>
<td>Dec 2018</td>
</tr>
<tr>
<td>c. vulnerable parts of the landscape with sought after visitor experiences and limited scope to reduce demand.</td>
<td>WCB</td>
<td>Local councils, DELWP, CoM, PV, Tourism boards, Vicroads, TOs</td>
<td>Dec 2018</td>
</tr>
<tr>
<td>3. Develop a Visitation Demand Framework to guide local decisions, support investment and communicate with users.</td>
<td>WCB</td>
<td>Local councils, DELWP, PV, user groups, CoM, Tourism boards</td>
<td>Dec 2018</td>
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Outcomes:

1. Protection of natural and provision of built infrastructure which addresses functions and risks;
2. Matching recreation and tourism expectations with a level of service that addresses social, economic and environmental issues and opportunities; and
3. Sustainable public access for a range of recreation and tourism uses.
5 A REGIONAL APPROACH TO FORESHORE MANAGEMENT

5.1 Background

Coastal experiences involve the use and enjoyment of the hinterland, foreshore and marine environments. The foreshore provides the bridge between the hinterland and marine environments and is an important part of the coast to plan and manage. The foreshore is also often a focus for use and visitation pressures, for example, markets, sporting events and other activities.

The Victorian foreshore is 96 per cent publicly owned. The majority of Victoria’s privately owned foreshore is in the Western coastal region. As illustrated in Figure 8, the Western coastal region’s public foreshore is managed by a variety of groups including Parks Victoria, local councils, committees of management, Traditional Owners and port authorities.

The different land managers in the region face very different demands. Local councils often manage intensively used urban foreshore areas. Other land managers, such as Parks Victoria, are responsible for extensive areas where use is more dispersed.

Parks Victoria is a major foreshore manager in the region; it manages public land and waters of international, national or state-wide environmental significance. It is also one of the managers in the region designated as Waterway Manager under the Marine Safety Act 2010.

Where there are high levels of use, or there are some opportunities for the users of the foreshore to contribute to the cost of providing visitation infrastructure and services, a local council

Figure 8 Indicative map of foreshore, marine park and sanctuary managers
or a committee of management is generally responsible for managing the land. Along with the Department of Environment, Land, Water and Planning, these groups can also be responsible for the safety of boating activity as the designated waterway manager. Traditional Owners have a range of pre-existing rights and responsibilities for their custodial land that have been formally recognised through the Native Title Act 1995 (Commonwealth) and the Traditional Owner Settlement Act 2010 (Victoria). Their involvement in decisions for coasts and sea country are also formally recognised through co-management arrangements, with Parks Victoria, for coastal parks.

Commercial port authorities and local ports authorities are responsible for boating and shipping safety on public land and water. The Victorian Coastal Strategy 2014 and elements of the Victorian Planning Provisions (including Clause 18.03 that lists port land use and development strategies) guide land-use planning within designated ports. The amenity values offered by ports are also recognised within regional growth plans. Foreshore managers have a number of tools to guide and support their decisions. A range of tools to implement these decisions are also provided for in the Coastal Management Act 1995 and the Crown Land (Reserves) Act 1978 such as consents, permits and regulations. Where there is high demand for use of the foreshore – to the point where there is competition between potential users – exclusive use may be provided to particular groups through private leasing of buildings on the foreshore (including camping grounds, marinas and cafes). Public land managers may also license particular uses at popular sites.

The rent paid to lease or licence coastal Crown land represents a payment to the community for the private use of a publicly owned resource. By paying rent, those receiving a private benefit from the right to occupy and use coastal foreshores make an appropriate payment for that use. Further, rental payments are one of the only sources of income available to foreshore managers to meet the cost of managing and improving the land under their control. A commonly used mechanism to set rentals on Crown land is through a market valuation assessment conducted by a qualified valuer. For example, the Great Ocean Road Coastal Committee charges a commercially based fee for the ‘Nightjar Market’ at Torquay, which hosts over 30,000 visitors over four days in January. This is based on the Committee’s Major Event Policy.

Decisions about how to manage for the variety of coastal values on the foreshore are made through the development of coastal management plans. A list of these developed in the Western coastal region are found in Appendix 3.

The foreshore is rich in coastal values; community expectations for its management are set within the Victorian Coastal Strategy 2014 (on page 65). One of the desired outcomes for that strategy is for the built environment on foreshores to be confined to structures whose functionality depends on them being near the water – while also providing significant community benefit. Surf lifesaving club lookout towers, marinas and boat sheds are examples of buildings whose functionality depend on being near the water. Foreshore managers need to work with the lessees of these buildings to ensure that the siting and design of facilities do not increase coastal hazards or reduce amenity for other users.

Coast Committee
5.2 Working together

The efforts and expertise offered by local foreshore managers, government agencies and volunteers, provides an advantage in managing the values associated with coastal land.

The Department of Environment, Land, Water and Planning is developing guidelines for coastal management plans. These plans follow the Victorian Coastal Strategy 2014’s guiding concept of integrated coastal zone management; to promote collaborative foreshore management across public and private tenure.

Good management should not be bounded by land tenure; good management means working across land boundaries where it is sensible to do so. This can be achieved through collaborative partnerships across jurisdictions aimed at coordinating strategic approaches, planning and management to address issues that occur beyond management boundaries. Local councils, foreshore managers, committees of management and ports managers can work together to improve consistency in responses and actions and achieve better outcomes for the coast. For example, several local councils might agree to have consistent local laws about uncontrolled camping.

The Coastal Management Act 1995 provides for coastal management plans on public land but good practice in the Western coastal region has seen the foreshore managers working with adjacent land holders and waterway managers to manage coastal values together.

Clarifying the boundaries of coastal reserves, including consistent responsibilities related to tidal height, also helps to improve this co-operative management.

Better integrated planning across larger adjacent areas of both public and private land is very important. To that end the objectives of the guidelines for developing coastal management plans will be to:

– Improve strategic planning;
– Support more consistent monitoring;
– Strengthen local community engagement; and
– Simplify coastal approvals.

Where coastal management plans cover a larger area, local managers may wish to develop more detailed precinct or master plans for specific areas or sites.

The Department of Environment, Land, Water and Planning has recently identified the need for strong governance processes to ensure community expectations of foreshore managers are met and these standards are maintained.25

This also identified that there is potential to strengthen coastal management by improving the governance, oversight and support for committees of management.

Deakin University revegetation works at Rooneys Wetland. Photo: Coastcare

Case study – Otway Eden project

The Otway Eden project is working on weed infestations across the Otway ranges, including the Anglesea Heath, Great Otway National Park and Port Campbell National Park, Otway Forest Park and other Crown land reserves.

The project uses a local approach that works with communities and stakeholders to target the threat posed by weeds to high value habitat across a landscape without boundaries.

It is coordinated by Parks Victoria and is successfully engaging private land holders, different public land managers (Great Ocean Road Coastal Committee, government departments) and the Corangamite Catchment Management Authority in targeting current, new and emerging weed species that can impact natural systems along the coast.

Support from community groups such as ANGAIR and the Southern Otway Landcare Network is critical in the outcomes delivered by the project. In particular, the volunteer support in monitoring has enabled the project to trial innovative methods for weed treatment with great success.
5.3 Key challenges and actions

A range of different organisations manage the coast. There are synergies to be achieved by coordinating their efforts across land boundaries. Many submissions about the draft Regional Coastal Plan supported better integration of management across larger cohesive areas.

The Board will work with the Department of Environment, Land, Water and Planning to ensure new guidelines for developing coastal management plans encourage land and water managers to collaborate wherever possible with their communities to achieve the best outcomes for the coast. The guidelines will also facilitate future revision of existing plans when needed. The Board will also work with Traditional Owners to support them to develop plans to better manage their land and sea country, and to integrate that management with adjacent land and water managers. This will encourage planning and management to cover cohesive areas of the coast with similar issues and processes. It will guide local decisions while maintaining consistency and high standards of planning and management, and supporting future investment.

Under the Coastal Management Act 1995, coastal management plans apply to public land on the coast. The development of the new marine and coastal act by the Department of Environment, Land, Water and Planning provides an opportunity to explore issues, such as where and when coastal management plans should apply.

### Chapter 5 – Foreshore Management Actions

<table>
<thead>
<tr>
<th>Actions</th>
<th>Lead</th>
<th>Partner Agents</th>
<th>By When</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Prepare guidelines for the development of coastal management plans.</td>
<td>DELWP</td>
<td>WCB, CoM, Local councils, PV</td>
<td>Dec 2015</td>
</tr>
<tr>
<td>2. Develop a process that gets managers to work together where it is sensible for a coastal management plan to be developed across multiple land and water managers. From this, local public land managers can put together precinct or master plans.</td>
<td>DELWP</td>
<td>WCB, Local councils, CoM, PV, Vicroads</td>
<td>June 2016</td>
</tr>
<tr>
<td>3. Work with Traditional Owners in preparing multi park plans that include coastal areas.</td>
<td>PV</td>
<td>TOs, WCB, CMAs, DELWP, Aus Government</td>
<td>2020</td>
</tr>
<tr>
<td>4. Ensure there are current coastal management plans in place throughout the Western coastal region.</td>
<td>WCB</td>
<td>DELWP, Local councils, CoM</td>
<td>2020</td>
</tr>
</tbody>
</table>

WCB – Western Coastal Board, DELWP – Department of Environment, Land, Water and Planning, PV – Parks Victoria, CoM – Committees of Management, TOs – Traditional Owners, VCC – Victorian Coastal Council, CMAs – Catchment Management Authorities, SES – State Emergency Service

**Outcomes:**

1. Improved efficiency and effectiveness of coastal management, including better alignment with Victorian Coastal Strategy 2014 and the Regional Coastal Plan priorities;
2. Improved governance, oversight and support for committees of management; and
3. Strong community engagement in planning for the coast.
6 ADAPTING TO CLIMATE CHANGE AND INCREASED COASTAL HAZARDS

6.1 Background

As outlined in Section 3.2, climate change is expected to cause significant changes to Western coastal and marine environments. Potential impacts on the coast include loss of public land (including beaches), damage to buildings and other infrastructure, changes in coastal and marine ecosystems, and destruction of cultural heritage.

If we are to adapt, these impacts will need to be addressed at the appropriate scale and over different time periods. Increasing ocean temperatures and acidification are global scale impacts; they are being addressed through international and national initiatives.

Some regional-scale impacts, such as changes to biodiversity, fire regimes and water supply, are being addressed across broad landscapes by state and regional organisations.

This Regional Coastal Plan focuses on hazards that are unique to the coast – coastal flooding, erosion and long-term recession, driven by rising sea levels. There is a clear need to improve regional and local planning for these issues, and this Plan outlines significant improvements.

Key terms

- Coastal flooding - temporary or permanent flooding of low-lying areas by ocean waters caused by high sea level events, with or without the impacts of rainfall in coastal catchments
- Coastal erosion - short-term retreat of sandy and soft rock shorelines and dunes as a result of storm effects and climatic variations
- Coastal recession - progressive and ongoing retreat of the shoreline
- Coastal adaptation planning - the process of understanding the physical processes and community values that determine hazards, assessing risks and identifying actions that will increase resilience
- Coastal Hazard - when coastal processes (flooding, erosion and recession) have a negative impact on life, property or other assets
- Risk - the effect of uncertainty on objectives

( Derived from the Victorian Coastal Hazard Guide 2012)

6.2 Adaptation planning to manage flooding and erosion

The primary causes of coastal inundation and flooding are storm surges combining with high tides (especially storm-tides), extreme wave events and, sometimes, estuarine flooding. Erosion impacts are determined by tides, wave action, sea levels and geology. Rising sea levels, resulting from climate change, will cause increased rates of erosion and more extensive flooding. 14

The Climate Change Adaptation Memorandum of Understanding between state and local government also identifies sea level rise as one of the agreed priority areas for clarification of responsibilities.

The Government’s Future Coasts program produced guidelines, comprehensive data sets and digital models to help Victorians better understand the hazards and plan for the risks associated with sea level rise and storm surge. It also worked with local councils to engage their communities in investigating local needs and opportunities.

The Victorian Government has established long-term sea level rise benchmarks and floodplain management guidelines to inform local planning and development. The Victorian Coastal Strategy 2014 sets the policy for planning for an increase of not less than 0.8m by 2100 and 0.2m by 2040 for urban infill (which is new development in close proximity to existing development). The floodplain guidelines apply unless a council’s adaptation planning makes specific alternative arrangements.

Case study – Supporting local responses to adaptation

A key focus of the Victorian Government’s Adaptation Program is to strengthen partnerships with local councils and to support them in engaging communities to build climate resilience. The program includes grants to deliver place-based responses.

Currently the program is assisting the collaboration led by:

- Moyne Shire Council to build on the Port Fairy Local Coastal Hazard Assessment to develop an Adaptation Plan;
- Colac-Otway Shire Council and others to develop Phase 2 of Climate Resilient Communities of the Barwon South West;
- Surf Coast Shire Council to develop a Climate Risk and Adaptation Plan; and
- Warrnambool City Council to do an Assets at Risk Register and Adaptation Plan.
Case study – Ocean Drive, Port Fairy (Port Fairy Coastal and Structure Plan)

Working with many agencies is critical to achieving a good outcome in planning for Ocean Drive, Port Fairy. Overtopping of the low-lying dune and Ocean Drive has occurred several times in the past during heavy storms.

The beach and the road are managed by Moyne Shire.

Through the Port Fairy West Structure Plan many of these issues are being discussed and prioritised for action among many stakeholders, including the Department of Environment, Land, Water and Planning, Parks Victoria, Glenelg Hopkins Catchment Management Authority and Moyne Shire.

A major outcome for the area is identifying options for those properties at risk and ways to minimise any future coastal hazard risk.

Many adaptation responses are possible. The relevance of each will vary from place to place. Broadly, risks can be:

- avoided, for example, by updating planning schemes to implement state coastal planning policy;
- reduced through planned retreat (such as removing or relocating assets) or protection (such as sea walls, beach renourishment or improved building construction);
- shared, for example through insurance and better information sharing; or
- transferred, for example by accepting and living with the risk or dealing with it through emergency responses.

Certain adaptation responses may be triggered by observed changes in the environment (for example, increasing height of sea walls or relocating infrastructure when sea level reaches a predefined height, or when specific areas are flooded with a certain frequency). This allows certain actions and investments to be postponed until risks in particular locations are more certain, to avoid costly over-reaction.

Having the appropriate authorities engaging with the local community (the people directly affected by the risk and in the best position to manage it) is the best way to go about adaptation planning. Therefore much adaptation planning needs to be led at the local level, in close consultation with the affected community, supported by all levels of government.

Additional funding will be needed to carry out detailed local coastal hazard assessments and adaptation plans. This Plan provides the framework for state, regional and local agencies to work together on attracting funding to carry out this work.

Case study – Implementing flood studies

Glenelg Shire Council have recently amended flood planning controls for Portland and Narrawong in the Glenelg Planning Scheme, effectively implementing findings of flood studies that looked at coastal influences on the extent of flooding.

In line with policy for inland flooding, responses to mitigate coastal flooding may benefit from the cost sharing arrangements outlined in the 2015 Revised Draft Victorian Floodplain Management Strategy. The Revised Draft Strategy makes it plain that where adaptation plans specify that mitigation infrastructure is required for public benefit, then, in line with government policy, local councils will contribute to the capital costs in cost-sharing arrangements with the Victorian and Commonwealth governments. The benefiting communities will be responsible for the ongoing management and maintenance costs of this infrastructure. An assessment of the costs and benefits will determine the priority of state government contributions. The total costs used in those assessments will take account of a broad range of social, environmental and economic values associated with the coast, such as the value of beaches and the opportunity costs associated with their potential loss.

Victorian Floodplain Management Strategy

In line with policy for inland flooding, responses to mitigate coastal flooding may benefit from the cost sharing arrangements outlined in the 2015 Revised Draft Victorian Floodplain Management Strategy. The Revised Draft Strategy makes it plain that where adaptation plans specify that mitigation infrastructure is required for public benefit, then, in line with government policy, local councils will contribute to the capital costs in cost-sharing arrangements with the Victorian and Commonwealth governments. The benefiting communities will be responsible for the ongoing management and maintenance costs of this infrastructure. An assessment of the costs and benefits will determine the priority of state government contributions. The total costs used in those assessments will take account of a broad range of social, environmental and economic values associated with the coast, such as the value of beaches and the opportunity costs associated with their potential loss.

A storm surge washes over the Great Ocean Road at Apollo Bay in May 2005. Photo: Gary McPike

The map in Figure 9 shows the three areas where coastal hazards have been assessed (Narrawong towards Portland, Port Fairy and the north eastern Otway coast). The 2010 assessment by the Glenelg Shire Council of low lying areas between Portland and Narrawong was done before standardised coastal hazard assessments were developed. Nonetheless, it provides important information about the potential impacts from climate change and adaptation options for the Council to use in working with the community to determine the preferred adaptation response. Figure 9 also shows three areas where further detailed hazard assessment and adaptation planning are likely to be needed: Portland and Warrnambool and their surrounds, and the Otway Coast between Kennett River and Cape Otway (particularly Apollo Bay). These areas have particularly significant natural or built assets that are vulnerable to coastal hazards.

The work has taken into account a range of data to determine the appropriate flood levels to set, including limited tidal information, changes in rainfall intensity and anecdotal information from local community members about historical floods.

A similar approach has been undertaken by Moyne Shire by implementing the findings of the 2008 Port Fairy Regional Flood Study and the 2010/12 Addendum Reports on Sea Level Rise.
Figure 9  Map indicating areas for hazard assessment and adaptation planning (based on coastal instability and low lying areas)

DISCLAIMER: The data used in this map is from the Victorian Coastal Inundation Dataset and the Smartline Coastal Geomorphic Map of Australia and is intended to be used at a regional scale to assist strategic planning and risk management.

LEGEND
- Sandy shores
- Sandy shores backed by soft/hard rock
- Soft rock shores
- Hard rock shores
- Low lying area with potential for inundation
- Built up areas

Vulnerable locations where coastal hazard assessments have occurred

Vulnerable locations which would benefit from coastal hazard assessment because of -
- high social, economic and environmental assets
- low lying areas subject to inundation
- vulnerable coastal profile
6.3 Port Fairy and Barwon South West Coast key projects

Coastal adaptation planning is already underway in Victoria through state government, councils and catchment management authorities. For example, the Port Fairy Local Coastal Hazard Assessment analysed the coastline from Cape Reamur to Cape Killarey and Griffiths Island. The large number of private properties and public buildings at risk makes it clear that adaptation planning is needed. Moynie Shire Council is working with the local community to prepare the Port Fairy Adaptation Plan which details adaptation options that are informed by community values and preferences.

The Climate Resilient Communities of the Barwon South West project is a collaboration between a range of regional bodies including ten local councils, the Western Coastal Board and the Department of Environment, Land, Water and Planning. It provides a snapshot of climate risks, levels of preparedness and adaptation priorities for the partner organisations in the region. A priority outcome is for each partner organisation to work in partnership with Commonwealth and Victorian government agencies to attract funding for hazard assessments, flood studies and adaptation planning in priority areas. Community engagement to understand values and preferences is essential at each stage of adaptation planning.

The results of these hazard assessments and flood studies, once they are developed in consultation with affected communities, should be incorporated into formal instruments, such as planning schemes, building controls, local emergency plans and adaptation strategies. There is a need to build reliable data sets to assess erosion risks in coastal hazard assessments. As well, better understanding of social and economic values will support more holistic assessments of both risks and adaptation options. For example, recent work by the Western Coastal Board improved the understanding of the social and economic values of coastal caravan and camping parks and provided a framework to guide decisions about climate change adaptation for these areas.

The Board will encourage continual improvement in adaptation planning, and the practices and methodologies that support it, in the light of new data and knowledge about emerging risks. This will progressively improve the focus and rigour of the technical work needed to inform adaption planning and help to make the management products from technical assessments more effective in specific situations.

6.4 Key challenges and actions

The Department of Environment, Land, Water and Planning will work on a systematic regional approach to prioritise areas for more detailed hazard assessment, where adaptation planning would be beneficial. Priorities will be set in partnership with local councils and catchment management authorities, who are also working on regional prioritisation of riverine and estuarine flood studies.

Local councils and catchment management authorities will then need to work in partnership with Commonwealth and Victorian government agencies to attract funding for hazard assessments, flood studies and adaptation planning in priority areas. Community engagement to understand values and preferences is essential at each stage of adaptation planning.

The results of these hazard assessments and flood studies, once they are developed in consultation with affected communities, should be incorporated into formal instruments, such as planning schemes, building controls, local emergency plans and adaptation strategies. There is a need to build reliable data sets to assess erosion risks in coastal hazard assessments. As well, better understanding of social and economic values will support more holistic assessments of both risks and adaptation options. For example, recent work by the Western Coastal Board improved the understanding of the social and economic values of coastal caravan and camping parks and provided a framework to guide decisions about climate change adaptation for these areas.

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### Chapter 6 – Flooding and Erosion Actions

<table>
<thead>
<tr>
<th>Lead</th>
<th>Partner Agents</th>
<th>By When</th>
</tr>
</thead>
<tbody>
<tr>
<td>DELWP</td>
<td>WCB, Local councils, CMAe, PV</td>
<td>Dec 2016</td>
</tr>
<tr>
<td>1.</td>
<td></td>
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<tr>
<td>2.</td>
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<td>3.</td>
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<tr>
<td>4.</td>
<td></td>
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<tr>
<td>5.</td>
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</tbody>
</table>

**Outcomes:**

1. Findings from local coastal hazard assessments are applied locally to address hazards;
2. Areas at high risk are identified and adaptation responses are included in local planning schemes, coastal management plans, and emergency management plans;
3. The full range of options for adapting to flooding and erosion risks to public and private land are properly considered (including benefits and costs) and reflected in local decisions;
4. The community has a shared understanding of erosion and flooding risks and adaptive management responses; and
5. Western region coastal communities are resilient to coastal hazards.

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7 SUPPORTING COMMUNITIES CARING FOR THE COAST

7.1 Background

Victoria’s volunteers and community groups make invaluable contributions to coastal management; they help to protect coastal values and in so doing they raise broader community appreciation of those values.

Volunteer groups and individuals give generously of their time, knowledge and energy to deliver on-ground projects that contribute to our knowledge, improve environmental outcomes and make a difference to local communities. The Board values the work of volunteers and will work with them where possible to provide them with positive and rewarding experiences. This includes facilitating input into statewide and regional strategies, as well as local plans.

Community awareness and education about our coastal and marine areas is essential to improve our understanding of community values. Programs such as Summer by the Sea foster volunteer community groups and coastal management agencies to share their expertise and local experience with residents and visitors over summer. User groups such as Victorian Surf Lifesavers, angling groups and boating groups are also involved in building community understanding of the coast.

Community involvement in ‘hands-on’ management (for example as part of a community group, Coastcare or Landcare group) and in planning and decision-making (for example as a member of a committee of management, Regional Coastal Board or Victorian Coastal Council) is central to Victoria’s model of coastal management. The Board is committed to enabling and nurturing active community involvement in managing the coast.

There are opportunities for local landholders and community groups to work with the Victorian Government to protect community coastal values. Local public land managers throughout the Western coastal region provide incentives and grants to engage the wider public and involve them in work to protect coastal values. One area of community action that has proven popular is monitoring of beaches. Citizen science is important for monitoring and gathering better information for ongoing management.

In line with the Coastcare Strategy 2011-2015, there is an opportunity for organisations such as Coastcare to promote the use of local community data by coastal planners and managers and develop monitoring guidelines to improve the comparability of data collected.

Community groups have an important role measuring changes – Sea Search surveys at Eagle Rock Marine Sanctuary.

Case study – Peek Whurrong Coastcare

Deen Maar is on the south-west coast of Victoria, near the community of Yambuk. It was declared an Indigenous Protected Area as part of the National Reserve System in 1999. This land is of special spiritual significance to local Aboriginal people and has spiritual and visual connection with Deen Maar (formerly Lady Julia Percy Island) where Bunjil, the Creator, left this world. This land and its story are connected to Gariwerd (the Grampians National Park).

There has been much work done to manage the sensitive coastal and river zones of the 453 hectare property of rolling sand dunes, limestone ridges, river, lake and wetlands. Aboriginal and non-Aboriginal land management techniques are being used and this is an exciting approach to caring for country: using the best current technology alongside generations of wisdom from the traditional custodians of the land.

One project of importance is the Basin Midden Protection Project near Killarney, which consisted of on-ground restoration works to stabilise dunes and protect surface material from wind erosion. This involved refurbishing an existing wire fence, incorporating jute logs and installing brush fence panels to the western end of the area. The perimeter fence was also reinstated. A specialised contractor led these works with volunteer support from local Aboriginal communities and Coastcare.

Involving the broader Indigenous community of Victoria can also help build better coastal projects that involve all regional communities.

It is important to provide clarity about the roles, responsibilities and expectations for all regional agencies involved in...
managing the coast – especially where operating boundaries overlap. The Board will work to clarify regional roles and responsibilities and ensure that important initiatives are not delayed. The Board also has a role in providing opportunities for networking and knowledge exchange between different groups and agencies. Our coastal communities continue to change, and there is an ongoing need to support information sharing to make the most of our coastal management experience and promote innovation. The capacity of planners and managers in the region is a key influence on the management of the coast. The Board will contribute to building the capacity of all organisations involved in integrated coastal zone management, and networking and knowledge exchange between different groups and agencies. There is a need to maximise our efforts to support and encourage community involvement on the coast. For example programs that provide resources specifically for the involvement of volunteers (e.g. Reefwatch, Fishcare, Seasearch and EstuaryWatch) are important and should continue to be resourced.

Future processes to appoint the Regional Coastal Board and any coastal committees of management should continue to strive to recruit a diverse range of people. Factors such as gender and disability, as well as Indigenous, cultural and linguistically diverse representation should be considered. Also, even though Aboriginal communities and Traditional Owners already have many interests and roles in coastal management, they should also be encouraged to be involved in this work.

7.2 Actions

The actions in this chapter recognise the broad range of groups contributing to the protection, management and monitoring of our coast. They aim to build the capacity of individuals, community organisations and managers by providing support and building networks to encourage learning.

<table>
<thead>
<tr>
<th>Chapter 7 – Community Support Actions</th>
<th>Lead</th>
<th>Partner Agents</th>
<th>By When</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Work with partner organisations to organise:</td>
<td>WCB</td>
<td>DELWP, CMA, Local councils, TO, CoM, PV</td>
<td>Dec 2016</td>
</tr>
<tr>
<td>a. biennial regional coastal conferences; and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. regular information sharing events.</td>
<td>WCB</td>
<td>CMAs, Local councils, DELWP, CoM, PV</td>
<td>ongoing</td>
</tr>
<tr>
<td>2. Work with statewide groups and programs to:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. support all volunteers to collect data about the coast to inform local decision making</td>
<td>DELWP</td>
<td>WCB, VCC, CMAs, Local councils, CoM</td>
<td>ongoing</td>
</tr>
<tr>
<td>b. support community groups to better link with Traditional Owners to work on joint coastal projects; and</td>
<td>DELWP</td>
<td>WCB, TO, CMAs, PV</td>
<td>ongoing</td>
</tr>
<tr>
<td>c. support education programs, such as 'Summer by the Sea' to improve understanding and awareness of coastal values and management.</td>
<td>DELWP</td>
<td>PV, WCB, CMAs</td>
<td>ongoing</td>
</tr>
<tr>
<td>3. Promote and support the work done by all local coastal and marine community groups, including Reefwatch, Seasearch, Fishcare and EstuaryWatch</td>
<td>WCB</td>
<td>PV, CMAs, Local councils, DELWP</td>
<td>ongoing</td>
</tr>
</tbody>
</table>

Outcomes:

1. Community organisations working on the coast understand and are engaged in the delivery of outcomes of the Victorian Coastal Strategy 2014 and the Regional Coastal Plan;
2. Information from citizen science projects about coastal values and pressures is utilised by coastal land and water managers; and
3. The broader community develops greater appreciation of coastal issues and is encouraged to be active in protecting coastal values.

WCB – Western Coastal Board, DELWP – Department of Environment, Land, Water and Planning, PV – Parks Victoria, CoM – Committees of Management, TOs – Traditional Owners, VCC – Victorian Coastal Council, CMAs – Catchment Management Authorities, SES – State Emergency Service
8 MONITORING, EVALUATION AND REPORTING

Monitoring, evaluating and reporting on the condition of the coast and the implementation of actions is fundamental to efficiently and effectively protect and enhance coastal values. The Victorian Coastal Council in partnership with the Western Coastal Board and other agencies will develop a state framework to monitor the condition of Victoria’s coast and the delivery of actions set out in the Victorian Coastal Strategy 2014, regional coastal plans and coastal management plans.

Evaluation of the condition of the Western coastal region’s values is undertaken by a number of agencies, including the catchment management authorities, Parks Victoria, committees of management and local government. Results are publicly reported, in documents such as the Index of Stream Condition and the Index of Estuary Condition.

The accountabilities and timelines for the delivery of the actions set out in the following tables provides the basis for reporting on the implementation of this Plan. The Board will report annually to the Victorian Coastal Council on progress and this Plan will be reviewed in 2020.

There is much existing information about the condition of the coastal values of the region and the processes and pressures that affect them. More information is needed though to better understand those values, the processes and the pressures so that we can adapt to the dynamic physical, biological and social nature of the coast, and protect coastal values.

The Board will prepare an implementation plan for these actions within six months of the Regional Coastal Plan being endorsed by the Minister.

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**Chapter 4 – Visitation Actions**

<table>
<thead>
<tr>
<th>1.</th>
<th>Work with public land managers and waterway managers to:</th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>map and categorise visitation infrastructure throughout the region;</td>
</tr>
<tr>
<td>b.</td>
<td>develop a service-level hierarchy for visitation infrastructure; and</td>
</tr>
<tr>
<td>c.</td>
<td>document existing approaches to demand management (including parking fees, entrance fees, camping fees, leasing arrangements, licensing arrangements and the use of smartphone apps to notify visitors to avoid congested areas).</td>
</tr>
</tbody>
</table>

**Chapter 5 – Foreshore Management Actions**

| 1. | Prepare guidelines for the development of coastal management plans. |
| 2. | Develop a process that gets managers to work together where it is sensible for a coastal management plan to be developed across multiple land and water managers. From this, local public land managers can put together precinct or master plans. |
| 3. | Work with Traditional Owners in preparing multi park plans that include coastal areas. |
| 4. | Ensure there are current coastal management plans in place throughout the Western coastal region. |

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**Chapter 6 – Flooding and Erosion Actions**

| 1. | Develop a systematic approach to prioritise areas for detailed coastal hazard assessments and adaptation planning. |
| 2. | Refine methodologies for conducting detailed coastal hazard assessments and integrating flood studies in coastal areas to identify high risk areas. |
| 3. | Refine methodologies for local adaptation planning, including addressing barriers to practical local adaptation action. |
| 4. | Continue, or undertake new, detailed coastal hazard assessments and adaptation planning, particularly for the priority areas identified in 1. |
| 5. | Implement identified adaptation responses through local decisions, for example updating local planning schemes, coastal management plans and emergency plans, and prioritising future works. |

Chapter 7 – Community Support Actions

<table>
<thead>
<tr>
<th>Lead</th>
<th>Partner Agents</th>
<th>By When</th>
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<td>DELWP, CMAs, Local councils, TOs, CoM, PV</td>
<td>Dec 2016</td>
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<tr>
<td>WCB</td>
<td>CMAs, Local councils, DELWP, CoM, PV</td>
<td>ongoing</td>
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<td>DELWP</td>
<td>WCB, VCC, CMAs, Local councils, CoM</td>
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<td>WCB, TOs, CMAs, PV</td>
<td>ongoing</td>
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<td>DELWP</td>
<td>PV, WCB, CMAs</td>
<td>ongoing</td>
</tr>
<tr>
<td>WCB</td>
<td>PV, CMAs, Local councils, DELWP</td>
<td>ongoing</td>
</tr>
</tbody>
</table>

Chapter 2 Coastal values

1. Corangamite CMA (2009) Marine and Coastal Biodiversity Strategy (in partnership with the Western Coastal Board)
2. Corangamite CMA (2014) Regional Waterway Strategy
7. Department of Transport, Planning and Local Infrastructure (2011) Great South Coast Regional Growth Plan
8. Victorian Coastal Council (2012) Coastal and Marine Environment Community Attitudes & Behaviour
10. Regional Development Victoria (2012) Great South Coast Regional Strategic Plan
13. Department of Transport, Planning and Local Infrastructure (2014) Great South Coast Regional Growth Plan

Chapter 3 The dynamics of the coast

15. Department of Sustainability and Environment (2012) Victorian Climate Change Adaptation Plan
16. Department of Transport, Planning and Local Infrastructure (2014) Victoria in Future
18. Sea Change Taskforce (2013). Time and tide: moving towards an understanding of temporal population changes in coastal Australia
19. Australian Government (2011) Great Ocean Road World Class Tourism Investment Study

Chapter 4 Managing regional visitation pressures and maximising access


Chapter 5 A regional approach to foreshore management

Appendix 1 - Coastal management and planning connections in Victoria (from Victorian Coastal Strategy 2014, page 7)

**Coastal management**

- Coastal Management Act 1995
- Victorian Coastal Strategy (Private and public land)
  - State-wide vision
  - Policies and actions
  - Guidance for Regional Coastal Plans
  - Roles and responsibilities

**Coastal planning**

- Planning and Environment Act 1987
- Victoria Planning Provisions (Private and public land)
  - Standard provisions for use and development of coastal land
  - Environmental and landscape values (coasts, coastal Crown land, coastal tourism, bays, waterways)
  - Environmental risks (coastal inundation, erosion)
  - Controls on development

**Regional Coastal Plans**

- Regional Coastal Plans (Private and public land)
  - Regional vision
  - Regional issues, threats and gaps
  - Agreed integrated strategic directions
  - Support for place based management
  - Coastal hazards

**Regional Growth Plans**

- Regional Growth Plans (Private and public land in designated area)
  - Strategic land use and infrastructure directions
  - Direction for accommodating growth
  - Issues and challenges

**Coastal Management Plans**

- Coastal Management Plans (Public land)
  - Vision for coastal reserve
  - 3 year business plan with actions
  - Land manager directions for reserve

**Municipal Planning Schemes**

- Municipal Planning Schemes (Private and public land)
  - Municipal strategic statement
  - Local plans and policies
  - Structure plans and settlement boundaries
  - Recreation and activity nodes
  - Coastal development policy

**Freehold land**

- Land use controls
- Title restrictions
- Incentives
- Bush tender etc.

**Public land**

- Managed by coastal CoMs, local government, Parks Victoria, local community groups
  - Coastal Management Act consents
  - Master plans to guide developments on coastal reserves
  - Operational plans
  - Budgets etc.

**Chapter 6 Regional-scale planning for coastal flooding and erosion**

- Western Coastal Board (2012) The Value and Equity Adaptation Framework for Climate Adaptation: Coastal caravan and camping parks case study

**Chapter 7 Supporting communities caring for the coast**

- Victorian Government (ongoing) Appointment and Remuneration Guidelines for Victorian Government boards, Statutory Bodies and Advisory Committees

**References**

27 Western Coastal Board (2012) The Value and Equity Adaptation Framework for Climate Adaptation: Coastal caravan and camping parks case study
30 Victorian Government (ongoing) Appointment and Remuneration Guidelines for Victorian Government boards, Statutory Bodies and Advisory Committees
Appendix 2: Aligning actions in the Western Regional Coastal Plan with Key Issues and Desired Outcomes in the Victorian Coastal Strategy 2014

Note
(i) the Victorian Coastal Strategy 2014 Key Issues are:
1. Managing population growth
2. Adapting to climate change
3. Managing coastal land and infrastructure
4. Valuing the natural environment
5. Integrating marine planning

<table>
<thead>
<tr>
<th>Western Regional Coastal Plan</th>
<th>Victorian Coastal Strategy 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Chapter</strong></td>
<td><strong>Action</strong></td>
</tr>
<tr>
<td>2</td>
<td>The Board will support and work with relevant organisations to improve the understanding appreciation and protection of the coastal values in the Western region.</td>
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<td></td>
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<tr>
<td>3</td>
<td>The Board will support actions in the regional catchment and waterway strategies that aim to improve the condition of coastal values, particularly to improve water quality in estuaries, embayments and coastal waters.</td>
</tr>
<tr>
<td>4</td>
<td>Work with public land managers and waterway managers to: a. map and categorise visitation infrastructure throughout the region; b. develop a service-level hierarchy for visitation infrastructure; and c. document existing approaches to demand management.</td>
</tr>
<tr>
<td></td>
<td>2 a-c Identify priority areas for visitation demand management: resilient areas, vulnerable areas to reduce demand, and vulnerable areas with limited scope to reduce demand.</td>
</tr>
<tr>
<td></td>
<td>3 Develop a Visitation Demand Framework to guide local decisions, support investment and communicate with users.</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Western Regional Coastal Plan</th>
<th>Victorian Coastal Strategy 2014</th>
</tr>
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<tbody>
<tr>
<td>Chapter</td>
<td>Action</td>
</tr>
<tr>
<td>5</td>
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<td>2</td>
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<tr>
<td>4</td>
<td>Ensure there are current coastal management plans in place throughout the region.</td>
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</table>
Appendix 3 – Western coastal region’s coastal and marine plans

Many organisations with land and water management responsibilities have developed local and regional plans with direct and indirect implications for the coast. These plans seek to implement the Victorian Coastal Strategy and Coastal Action Plans and a wide range of other state, regional and local strategic plans. The key planning documents can be found in the following tables.

1. Coastal action plans and coastal management plans under the Coastal Management Act 1995

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Great Ocean Road Coast Committee of Management</td>
<td>Coastal Management Plan 2013</td>
</tr>
<tr>
<td>Otway Coast Committee of Management</td>
<td>Otway Coast Committee Coastal Management Plan 2013</td>
</tr>
<tr>
<td>Warrnambool City Council</td>
<td>Warrnambool City Council Coastal Management Plan 2013</td>
</tr>
<tr>
<td>Western Coastal Board</td>
<td>Lorne Coastal Action Plan 1998</td>
</tr>
<tr>
<td>Western Coastal Board</td>
<td>Anglesea Coastal Action Plan 1999</td>
</tr>
<tr>
<td>Western Coastal Board</td>
<td>Warrnambool Coastal Action Plan 1999</td>
</tr>
<tr>
<td>Western Coastal Board and Moyne Shire Council</td>
<td>Moyne Coastal Action Plan 2001</td>
</tr>
<tr>
<td>Western Coastal Board and Colac Otway Shire Council</td>
<td>Skenes Creek to Marengo Coastal Action Plan 2002</td>
</tr>
<tr>
<td>Western Coastal Board and Glenelg Shire Council</td>
<td>Glenelg Coastal Action Plan 2004</td>
</tr>
<tr>
<td>Western Coastal Board</td>
<td>South West Victoria Estuaries Coastal Action Plan 2002</td>
</tr>
<tr>
<td>Western Coastal Board</td>
<td>South West Victoria Regional Coastal Action Plan 2002</td>
</tr>
<tr>
<td>Western Coastal Board</td>
<td>Central West Victoria Regional Coastal Action Plan 2003</td>
</tr>
<tr>
<td>Western Coastal Board</td>
<td>Central West Victoria Estuaries Coastal Action Plan 2005</td>
</tr>
<tr>
<td>Western Coastal Board</td>
<td>Western Victoria Boating Coastal Action Plan 2010</td>
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</tbody>
</table>

2. Park management plans developed by Parks Victoria

<table>
<thead>
<tr>
<th>Park reserves with park management plans</th>
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</thead>
<tbody>
<tr>
<td>Bay of Islands Coastal Park (Port Campbell National Park)</td>
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<tr>
<td>Cape Nelson Lighthouse Reserve (Discovery Bay Parks Marine Park)</td>
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<tr>
<td>Cape Nelson State Park (Discovery Bay Parks Marine Park)</td>
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<tr>
<td>Cape Otway Cemetery (Port Campbell National Park)</td>
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<tr>
<td>Cape Otway Lighthouse Reserve (Great Otway National Park)</td>
</tr>
<tr>
<td>Discovery Bay Coastal Park (Discovery Bay Parks Marine Park)</td>
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<tr>
<td>Discovery Bay Marine National Park</td>
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<tr>
<td>Eagle Rock Marine Sanctuary (Point Addis Marine National Park)</td>
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<tr>
<td>Great Otway National Park</td>
</tr>
<tr>
<td>Loch Ard Cemetery (Port Campbell National Park)</td>
</tr>
<tr>
<td>Marengo Reefs Marine Sanctuary</td>
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<tr>
<td>Merri Marine Sanctuary</td>
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<tr>
<td>Point Addis Marine National Park</td>
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<tr>
<td>Point Danger Marine Sanctuary (Point Addis Marine National Park)</td>
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<tr>
<td>Port Campbell National Park</td>
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<tr>
<td>The Arches Marine Sanctuary (Twelve Apostles Marine National Park)</td>
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<td>Twelve Apostles Marine National Park</td>
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Hiking on the Great Ocean Walk
Photo: Mark Watson, Tourism Victoria
## 3. Other coastal plans

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Strategy/Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Framlingham Aboriginal Trust and Winda Mara Aboriginal Corporation</td>
<td>Kooyang Sea Country</td>
</tr>
<tr>
<td>Corangamite CMA</td>
<td>Aire Estuary Management Plan</td>
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<tr>
<td></td>
<td>Corangamite Marine and Coastal Biodiversity Strategy (in partnership with the Western Coastal Board)</td>
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<td></td>
<td>Corangamite Regional Catchment Strategy 2014</td>
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<td>Corangamite Regional Waterway Strategy 2014</td>
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<tr>
<td></td>
<td>Geillibrand Estuary Management plan</td>
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<td></td>
<td>Revised Anglesea River Estuary Management Plan 2012-2020</td>
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<tr>
<td>Glenelg Hopkins CMA</td>
<td>Implications of Future Climate for Victoria’s Marine Environment (Klemke J. &amp; Arundel H., ed)</td>
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<tr>
<td></td>
<td>Fitzroy Estuary Management Plan</td>
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<td></td>
<td>Glenelg Hopkins Regional Waterway Strategy 2014</td>
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<td></td>
<td>Glenelg River Estuary Management Plan</td>
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<td></td>
<td>Glenelg Hopkins Regional Catchment Strategy 2014</td>
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<td>Hopkins River Estuary Management Plan</td>
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<td>Merri Estuary Management Plan</td>
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<td>Surry Estuary Management Plan</td>
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<td>Surry River Flood Study</td>
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<td>Yambuk Lake Estuary Management Plan</td>
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<td>Glenelg Hopkins CMA and Moyne Shire Council</td>
<td>Flood Study for Port Fairy</td>
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<td>Moyne Shire Council</td>
<td>Port Fairy Local Coastal Hazard Assessment</td>
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<td>Colac Otway Shire Council</td>
<td>Apollo Bay Harbour Master Plan</td>
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<td>Surf Coast Shire Council</td>
<td>Bells Beach Surfing Reserve Coastal Management Plan &amp; Master Plan 2012</td>
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<td>Department of Primary Industries</td>
<td>Corangamite Fishery Management Plan</td>
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<td>Glenelg Hopkins Fishery Management Plan</td>
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<td>Portland Aquaculture Fisheries Reserves Management Plan</td>
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<td>Great Ocean Road Coast Committee of Management</td>
<td>Lorne Caravan Parks Master Plan</td>
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<td>Lorne Foreshore Master Plan</td>
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<td>Queens Park Master Plan</td>
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<td>Point Grey Precinct Plan</td>
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<td>Torquay Foreshore Master Plan</td>
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<td>Otway Coast Committee of Management</td>
<td>Apollo Bay Recreation Reserve Master Plan</td>
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<tr>
<td>Warrnambool City Council</td>
<td>Levy’s Point Coastal Reserve Management Plan</td>
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<tr>
<td>Others</td>
<td>Draft Shipwreck Coast Master Plan</td>
</tr>
<tr>
<td></td>
<td>VicRoads Great Ocean Road Management Strategy</td>
</tr>
<tr>
<td></td>
<td>Great Ocean Road Regional Tourism Master Plan</td>
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</table>
**Appendix 4 – Priority recommendations from the Review of Coastal Action Plans in Victoria’s Western Coastal Region (2012)**

<table>
<thead>
<tr>
<th>Priority Recommendations from the Western Coastal Board’s 2012 Review of local Coastal Action Plans</th>
<th>Incorporated into Western Regional Coastal Plan</th>
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<tbody>
<tr>
<td><strong>7</strong></td>
<td>All of the Regional Coastal Plan, particularly Chapter 4 – Managing regional population and tourism pressures (actions). Chapter 5 – A regional approach to foreshore management (map and actions).</td>
</tr>
</tbody>
</table>
| a. Regional and local stakeholders should determine which elements of Local CAPs are outstanding and relevant in consultation with the Board, and identify a suitable translation of strategic directions and actions into regional and local coastal planning mechanisms.  

b. The development of revised Regional CAPs should consider the inclusion of a dedicated municipal section to ensure the consideration of both VCS and regional issues, and provide improved guidance for the development of CMPs. | |
| **10** | Process for developing Regional Coastal Plan included:  

- Scoping phase that included stakeholder meetings and submission process;  

- Alignment with Victorian Coastal Strategy 2014; and  

- Consultation with partners and the community |
| a. The process to revise Regional CAPs should:  

- Consider the inclusion of a scoping study which examines the matters to be addressed by future Regional CAPs and linkages to other strategic planning mechanisms.  

- Be aligned with the VCS 2008 mid-term review and the development of the VCS 2013.  

- Ensure adequate capacity is available within the Board and key partners to facilitate the implementation of Regional CAPs once they are developed. | |
| **13** | Victorian Waterway Strategy and Regional Waterway Strategies have been released. Estuary Plans have also been released. Regional Catchment Strategies were revised in 2013 and 2014. |
| a. Retain the planning framework and guidance provided by Estuaries CAPs to support the development of management planning approaches for outstanding and minor estuaries until the Victorian Waterway Management Strategy (formerly VSHREW) is developed and Regional Catchment Strategies and their supporting strategies are revised. | |
| **14** | Regional Coastal Plan identified within the Victorian Coastal Strategy 2014 in complementary role in guiding coastal decision makers. |
| a. Retain Regional CAPs as a central component of the coastal planning framework and refine them to deliver ICZM at a regional and sub-regional scale.  

b. Key stakeholders should work together to improve and clarify linkages between CAPs and the VCS. | |
| **16** | Chapter 5 – A regional approach to foreshore management (map and actions). Chapter 7 – Supporting communities caring for the coast (description and actions). |
| a. Linkages between CAPs, CMPs and the Act consent process should be clarified and enhanced by key stakeholders to deliver ICZM and the objectives of the Act.  

b. DSE should consider funding the preparation of CMPs to ensure that local levels of prescription are not lost.  

c. Relevant strategic directions and actions in Local CAPs should be incorporated into CMPs following the development of a second generation of CAPs. | |
| **20** | Chapter 5 – A regional approach to foreshore management (map and actions). |
| a. Regional CAPs should be revised to provide subregional guidance for the development of coastal Crown land management plans (CMPs) and improved linkages between the VCS, CAPs and CMPs.  

b. DSE and key stakeholders should continue to improve the level of support for the development of CMPs. | |
| **28** | The Regional Coastal Plan outlines the approach for the co-ordination of activities, including the Western Coastal Board’s involvement in supporting the implementation of the Victorian Coastal Strategy (Chapter 8 Monitoring, evaluation and reporting). |
| a. The Board should work with Government, VCC, other RCBs and DSE to ensure that coordination, implementation and advocacy activities for future CAPs are adequately resourced.  

b. Improve capacity for the Board to drive and facilitate CAP implementation throughout the duration of CAP program delivery. | |