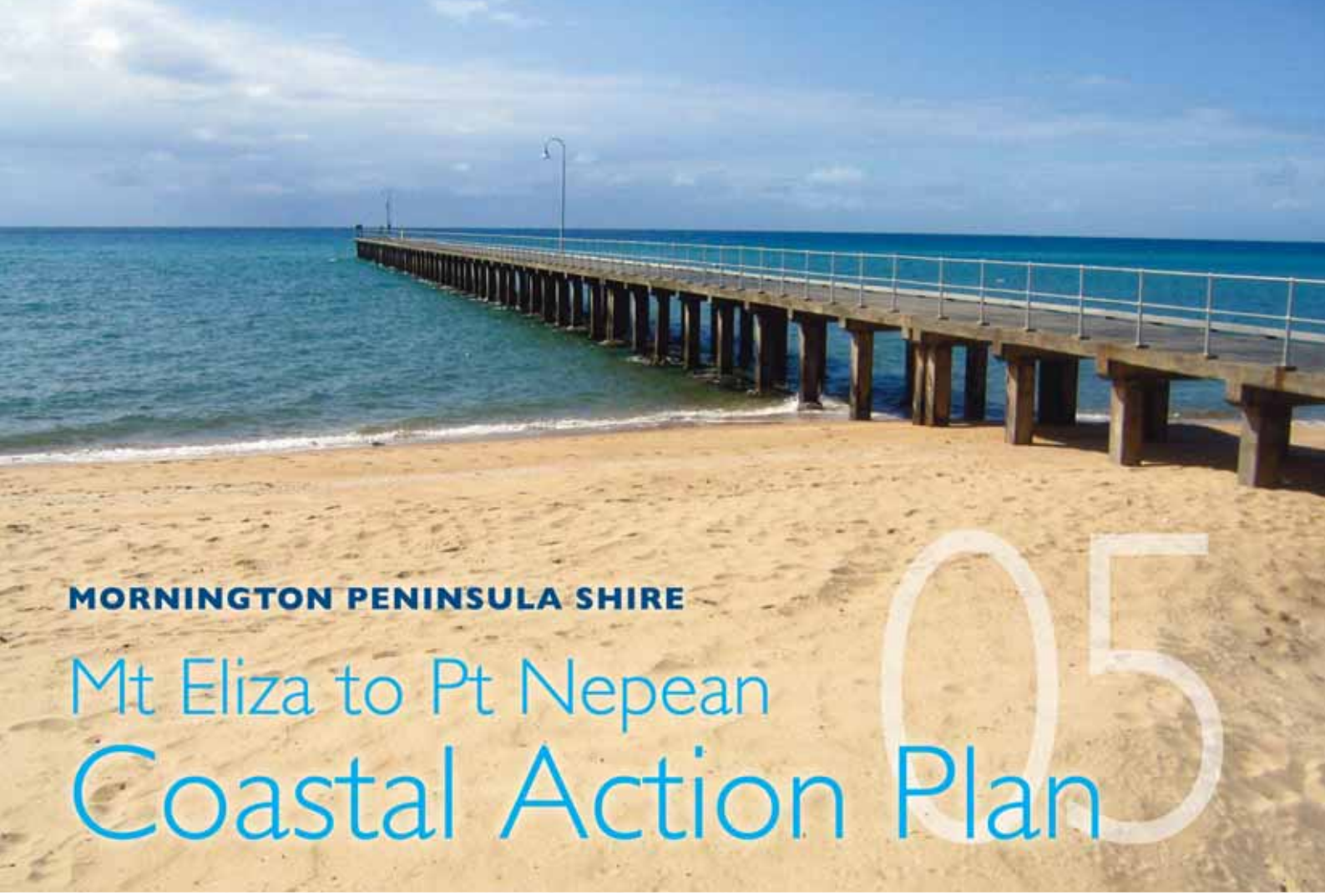

MORNINGTON PENINSULA SHIRE

Mt Eliza to Pt Nepean Coastal Action Plan

05

PUTTING SUSTAINABILITY INTO ACTION, FOR OUR COAST






Central Coastal BOARD

MORNINGTON PENINSULA Shire

COMMITTED TO A *SUSTAINABLE PENINSULA*

Victoria The Place To Be

COASTAL ACTION PLANS

IMPLEMENTING THE VICTORIAN COASTAL STRATEGY

The *Victorian Coastal Strategy* 2002, developed by the Victorian Coastal Council and endorsed by the State Government, establishes the overall framework for planning and management of the Victorian coast. Through the Strategy, Government is providing leadership to ensure that Victoria's coastal and marine environment will continue to be well managed and used by present and future generations.

Coastal Action Plans (CAPs), developed in accordance with the *Coastal Management Act* 1995, provide a key mechanism for the implementation of the Strategy. CAPs enable the broad principles and priorities identified in the Strategy to be further developed and applied at a sub regional or issue based level. They provide strategic direction for the future management of an area of coast by identifying necessary priorities, actions and outcomes.

Following completion of a draft CAP, the Regional Coastal Board refers the draft plan to the Victorian Coastal Council for approval. Subject to Council's approval, the plan is then referred by the Council to the Minister for endorsement and formal notification through the Government Gazette.

The Victorian Coastal Strategy 2002 (VCS)

- provides strategic direction for planning and management of the whole coast
- was developed by the Victorian Coastal Council and approved by the State Government as Government policy
- integrates State, National and International principles and policies for the coast

Coastal Action Plans (CAPs)

- enable the broader principles and priorities of the VCS to be further developed and applied at a regional or local level, or for particular issues
- are consistent with the Victorian Coastal Strategy and play a key role in its implementation
- take a long term strategic view, clarify directions for future use and key actions required to achieve preferred outcomes
- are developed by or under the guidance of Regional Coastal Boards
- involve public consultation during preparation
- are referred to the Victorian Coastal Council for approval prior to referral by the Council to the Minister for endorsement

Management Plans

- provide direction for day to day management of an area of coast by appointed managers
- include a business plan which outlines management requirements, proposed works and budget priorities
- are developed by coastal managers in accordance with the *Coastal Management Act* 1995
- must be consistent with the VCS, CAPs and relevant legislation
- are approved by the Minister

Diane James
Chairman, Victorian Coastal Council.

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EXECUTIVE SUMMARY

This Coastal Action Plan (CAP) takes a whole of Peninsula view and applies the principles of sustainability to understanding and responding to the important issues impacting on the planning and management of the coast between Mount Eliza and Point Nepean. The form and content of this plan draws on the information and comment received from the community obtained through a targeted public consultation process. This CAP interprets and applies the Victorian Coastal Strategy to this length of coast through the identification of planning units and the nomination of activity nodes.

The CAP proposes models for the structure of the planning units and activity nodes that can lead to enhanced performance in biodiversity protection concurrently with an increase in public use and enjoyment of the coast. The CAP uses the concepts of demand management and risk management to identify a series of priority actions necessary for effective implementation. This includes a priority order for the preparation of coastal management plans and the urgent need to establish an integrating and coordinating mechanism that can bring together in a sustainable way the multitude of policies, programs and projects that impact on the coast.

The following summaries the content of the CAP:

This Coastal Action Plan (CAP) recognises that while the coastal environment along Port Phillip Bay from Mt Eliza to Point Nepean is slowly improving, increasing recreational and commercial pressures are also growing. In the 2021 timeframe addressed by this CAP, these pressures are likely to result in a negative effect on sustainability and biodiversity on the Mornington Peninsula, and specifically on the Port Phillip Bay coast.

Specifically, the CAP has assessed a range of environmental issues including:

- Water quality.
- Stormwater.
- Effluent disposal.
- Marine environment.
- Vegetation quality.
- Landscape values.
- Visual amenity.

The CAP has concluded that a range of policy responses which are in place or in the process of being initiated are likely to result in further short and long-term environmental improvements. These policies and plans include:

- *The PPB Environmental Management Plan 2000*.
- Sewerage plans.
- Stormwater plans.
- State Government Flora and Fauna policies.

Furthermore the CAP has acknowledged that a number of major infrastructure projects have been approved which will have an effect on the coast. These include, amongst others:

- Sorrento Ferry.
- Blairgowrie Safe Harbour.
- Martha Cove Marina/ boat ramps and residential development.
- Frankston Marina (outside the study area).

Other projects, such as the progressive improvement of Point Nepean Road and changes to the use of Defence Land at Point Nepean, are still evolving. It is clear, however, that the Port Phillip Bay section of coast will be subject to:

- Significant increases in visitor numbers.
- Significant increases in recreational use such as boating. It is important to note that the direction of Parks Victoria's metropolitan open space strategy, *Linking People and Places,* is to direct visitor demand from the Western Port Coast to the Port Phillip Bay Coast.
- Significant increases in permanent residential and commercial development as a result of, amongst other initiatives, *Melbourne 2030 – Planning for Sustainable Growth*,
- Significant reductions in travel times for visitors due to developments such as the Mitcham/ Frankston Freeway.

This CAP details these developments and contrasts them with the potential gains of the policies and plans aimed at improving the environmental and social values of the CAP area. The CAP indicates that significant increases in visitor activity levels, together with growing residential and commercial development pressures, are likely to combine in such a way that the environmental policy focus will not be enough in isolation to achieve biodiversity and sustainability improvements. The CAP introduces the concept of demand management in order to not only influence visitor activity levels, but also to modify the way in which people use the coast. It is considered that this approach, in conjunction with other environmental policies, will achieve desired sustainability and biodiversity goals.

The CAP's development included consultation with some community groups and other stakeholders. Key to this was the preparation and exhibition of an Issues Paper and a Triple Bottom Line Assessment of potential planning scenarios.

In Section 4, The CAP outlines actions to deal with major issues, including:

- Environmental and Cultural Development Guidelines for Management Plans.
- Point Nepean Road Plan/ Landscape Master Plan.
- Foreshore Car Parking.
- Public Transport Initiatives.
- Cycle Paths/Walkways.
- A Recreational Boating Strategy.
- New Foreshore Management Plans for Mt Eliza, Portsea, Mornington and Mt Martha.
- A Port Phillip Bay Coast Tourism Plan.
- A Public Private Partnership Investment Plan.
- Social Capital Plan/Communications Strategy.

The CAP recommends the establishment of a mechanism to ensure effective and integrated implementation.

CHAIR'S FOREWORD

In July, 2003 the Minister for the Environment and Water, the Hon. John Thwaites appointed the Central Coastal Board. It is one of three Regional Coastal Boards established under the *Coastal Management Act 1995.* The Central Coastal Board has a strategic planning responsibility for the coastal zone from Breamlea in the west to Inverloch in the east, including Port Phillip Bay and Western Port.

The Mt Eliza to Point Nepean Coastal Action Plan (CAP) was jointly funded by the Central Coastal Board and the Mornington Peninsula Shire Council. The project has been closely supported by relevant agencies that were represented on the project steering committee – the Department of Sustainability and Environment, Department of Infrastructure, Parks Victoria, as well as the Mornington Peninsula Shire Council and the Central Coastal Board.

The Mornington Peninsula coast contains recreational and natural assets as well as significant areas of natural habitat and landscape values. The peninsula is an increasingly popular residential location and seasonal holiday destination, proximate to the Melbourne metropolitan area and provides a focus for tourists from interstate and overseas.

The CAP covers the area of the Mornington Peninsula from Mt Eliza in the north, around the Port Phillip bay coastline to Point Nepean in the south-west. The CAP takes a whole of Peninsula perspective of issues affecting this area, and identifies longer-term strategies and actions, with a particular focus on the foreshore.

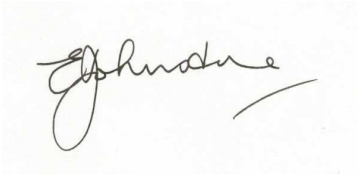
The Mt Eliza to Point Nepean CAP will be the key tool for implementing the Victorian Coastal Strategy and provides long-term vision and strategic actions for the coordinated management and planning of the Mornington Peninsula, applying the principles of sustainability, biodiversity, access and equity, and sensitive design.

The CAP has defined specific planning units and then nominated a number of activity nodes, based on current commercial areas. The CAP has also identified priority areas for development of management plans, and projects/actions to deal with major issues.

The CAP identifies establishment of an Implementation Committee to progress the identified priorities and oversee performance, and this Committee is expected to have the same agency representation as the Steering Committee.

While there have been delays during the process of developing the Mt Eliza to Point Nepean Coastal Action Plan, the Board is delighted that it is now complete and many actions have already commenced on the ground. The Mt Eliza to Point Nepean CAP will be reviewed after it has been in operation for 5 years.

I would like to thank all individuals, groups, clubs and agencies that prepared submissions or participated in the process for their interest. I also thank the consultants for their long commitment to the project. In particular I would like to acknowledge the efforts of the Mayor of the Mornington Peninsula Shire, Councillor Anne Shaw in seeing this project through to a successful conclusion.



Liz Johnstone

Chairman

1.0 INTRODUCTION

A Coast Action Plan (CAP) provides strategic direction and a framework to resolve coastal planning issues. From a community perspective resolution of detailed issues such as significant flora retention, car parking and planning of the activity nodes can now begin to occur in a sustainable context. The CAP can be used as checklist to:

- Ensure that all relevant strategic issues are considered.
- Identify how individuals or groups can best engage in resolving relevant issues.
- Encourage agencies to implement the recommendations.

The CAP also provides a long-term framework to manage and invest in the coast. It provides an integration mechanism that encourages high-level co-ordination and provides focus for funding bids.

Land managers can use the CAP as a checklist to ensure that major infrastructure issues are resolved and necessary infrastructure is funded. As the CAP is implemented, tools such as management plans, structure plans and urban design frameworks will require significant input from land managers.

The CAP provides a road map to resolve strategic issues and recommends the establishment of an effective mechanism to facilitate integration and coordination between relevant stakeholders. Resolution of these issues is critical if biodiversity is to be maintained and improved. The proposed mechanism will require energy and commitment from the State Government and the Mornington Peninsula Shire Council if it is to deliver the level of integration and management necessary to achieve high quality outcomes.

The Action Program outlined in the CAP should be used as the basis for an annual business or implementation plan for relevant stakeholders. The key performance indicators set out in the CAP provide a basis for monitoring and evaluating the implementation of the CAP.

1.1 OUTLINE OF THIS REPORT

Section 1 sets out an overview of the region, the purpose of the Coastal Action Plan (CAP) and the process of preparing it. It also provides an overview of the CAP's administrative, legislative and policy context.

Section 2 identifies the CAP's key issues, which have arisen from the detailed analysis in the Issues Paper, Overview Paper and through the consultation on the Draft CAP.

Section 3 sets out the principles, components and initiatives.

Section 4 sets out the implementation measures for the CAP.

Section 5 identifies key performance indicators to assist in measuring the progress of the CAP's implementation.

1.2 BACKGROUND

The coast contains the region's major recreation and natural assets, having a diverse range of recreational opportunities, significant natural habitats and picturesque landscapes. The coast draws people from all over the metropolitan area. Levels of demand are particularly high during the seasonal holiday periods and therefore a high level of management is required in order to ensure that the natural assets and recreational resources have a long-term future. Map 1 indicates the range of

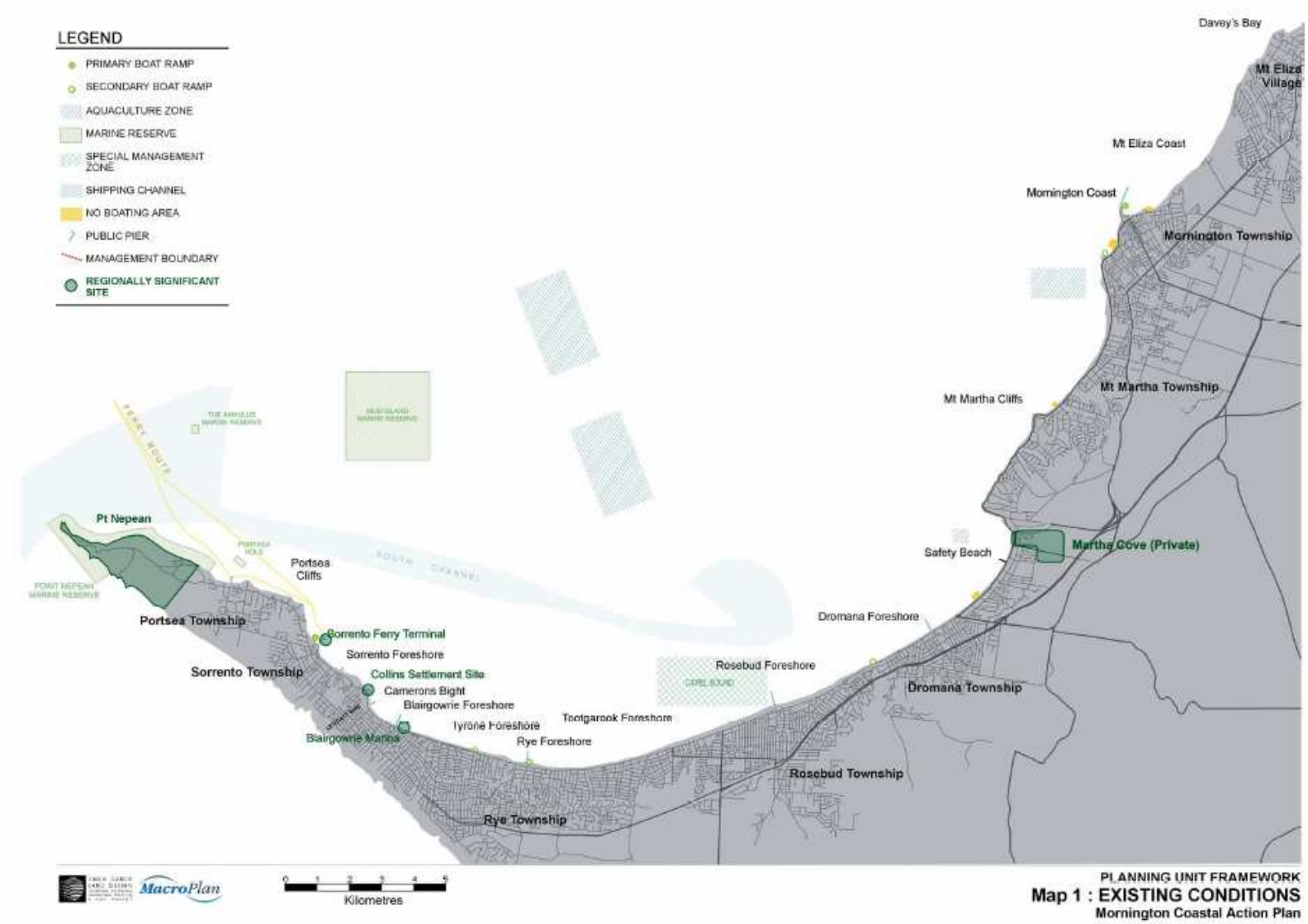
existing coastal facilities and constraints, including boat ramps, aquaculture zones, marine reserves, shipping channels and other features. Consequently, there are many diverse stakeholders with a role to play in managing and planning for the coast. A list of stakeholders is identified in Appendix 1.

Over the past twenty years, while substantial improvements have been made, the natural landscape has suffered and begun to deteriorate in many coastal locations. One such location, for example, is Capel Sound Foreshore, where erosion from foot traffic and trampling have had a major detrimental impact on the native vegetation, requiring significant fencing and weeding work to try to revegetate with local species. Vegetation loss such as this can take a long time to recover and requires significant remediation efforts.

Specific environmental issues of major concern along the coast include:

- Continuing fragmentation of habitat and consequent biodiversity loss.
- Alteration of ecological processes along the coast due to human development.
- Weed and pest animal invasion causing landscape changes to coastal environments.
- Deteriorating water quality and quantity due to the impact of coastal catchments and other human developments.
- Damming and other water allocation decisions have led to inadequate water flows, or water flows that are significantly altered, leading to damage or destruction of ecological systems in and along the streamlines.

Map 1. Existing Conditions



This CAP forecasts a significant increase in the number of tourists and residents over the next 20 years, together with a change in composition and visitor expectations. Accordingly this CAP is based on a 2021 horizon.

This growth of the study area's existing coastal settlements will result in additional challenges as their popularity increases with visitors and permanent residents alike. Similar pressures exist elsewhere around Port Phillip Bay due to a demand for higher density development close to the water. On the other hand, the coast is increasingly important for informal recreation as residential densities in established areas continue to grow. At a regional level, significant urban growth planned for the eastern and western growth corridors will result in the need to plan and manage the increased recreational use of nearby coastal locations, and to provide improved access to areas best able to sustain this increased use.

1.3 Purpose of Coastal Action Plan

The Mt Eliza to Point Nepean Coastal Action Plan is prepared under the *Coastal Management Act 1995* and the *Victorian Coastal Strategy 2002*. The *Coastal Management Act 1995 (Section 23)* specifies that a Coastal Action Plan:

a) must identify strategic directions and objectives for use and development in the region; and

b) must provide for detailed planning of the region or part of the region –

   (i) to facilitate recreational use and tourism; and

   (ii) to provide for protection and enhancement of significant features of the region's coast, including the marine environment.

The *Coastal Management Act 1995* directs that the *Victorian Coastal Strategy* provide for the long-term planning of the Victorian Coast:

- To ensure the protection of significant environmental features of the coast.
- To provide clear direction for the future use of the coast including marine environment.
- To identify suitable development areas and development opportunities on the coast; and
- To ensure the sustainable use of natural coastal resources.

This CAP provides the mechanism for implementing those key goals of the *Victorian Coastal Strategy 2002,* as well as:

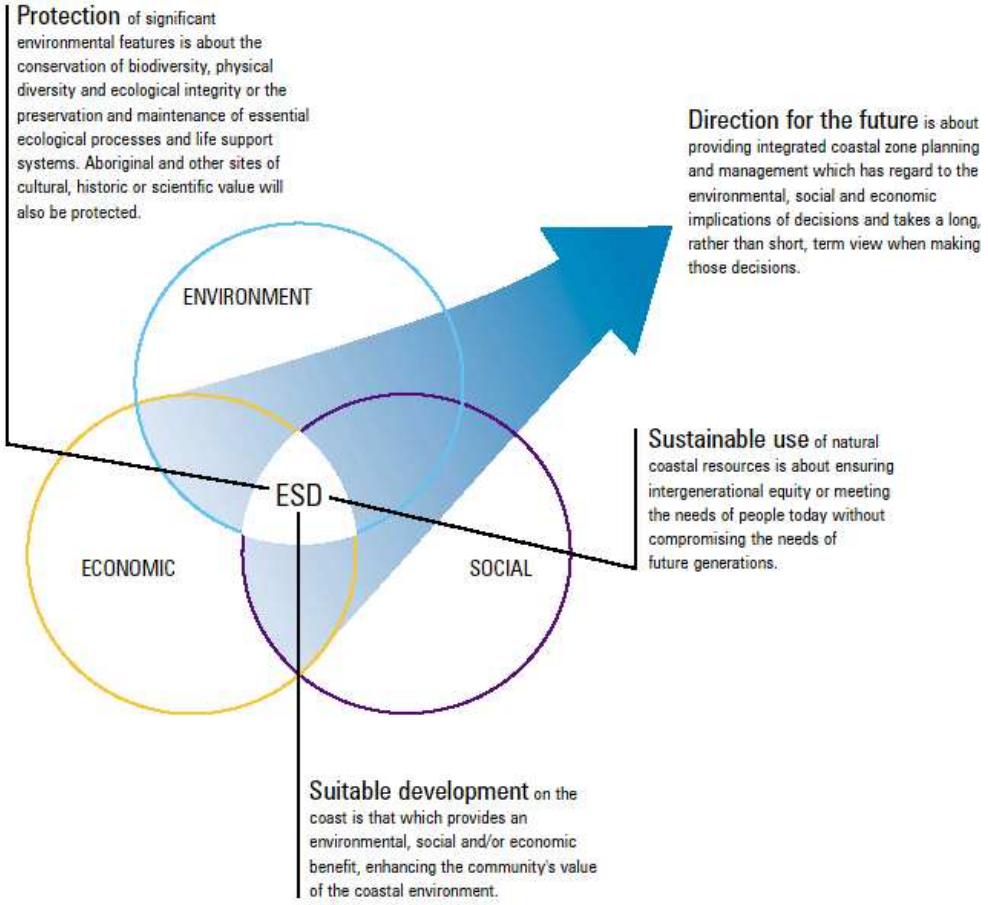
- Undertake integrated planning and provide direction for the future of the coast from Point Nepean to Mount Eliza and;
- Facilitate suitable development on the coast within existing modified and resilient environments, where the demand for services is evident and requires management.

The CAP involves the identification of priority management requirements and opportunities for the Port Phillip Bay section of the Peninsula's coast for the next twenty years. The CAP applies to coastal Crown Land, freehold land and the marine environment.

Sustainable development has been defined in the *National Strategy for the Conservation of Biodiversity* as 'development that improves the total quality of life both now and in the future, in a way that maintains the ecological processes on which life depends'. (See Figure 1)

The CAP also addresses State Government policies in relation to biodiversity and native vegetation management. The directions and management responses established in the Victorian Government's *Biodiversity Strategy and Native Vegetation Management – A Framework for Action* are reflected in the CAP. The *Framework for Action* fulfils Victoria's commitment to the *National Strategy for the Conservation of Biodiversity* and requirements under Victoria's *Flora and Fauna Guarantee Act 1998*.

Figure 1. Ecologically Sustainable Development and the Victorian Coastal Strategy Principles



Source: Victorian Coastal Strategy 2002

The CAP is a key strategic regional decision making tool, custom made for the issues facing this region. In addition it:

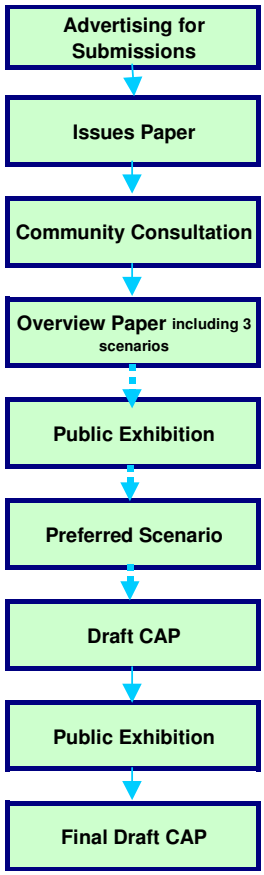
- Provides a mechanism for co-ordinating the use, development, protection and enhancement of the Victorian coast.
- Provides the basis for the delegation of land use and development approvals.
- Provides guidance and direction for the management of the Port Phillip coast within the Shire; and
- Articulates the objectives for use and development of the Mornington Peninsula coast and marine environments in relation to the *Mornington Peninsula Planning Scheme*, *Municipal Strategic Statement* and the Shire's policy position in relation to the metropolitan area. The *Mornington Peninsula Planning Scheme* includes a Municipal Strategic Statement that sets out the goals, strategies and principles driving planning policies in the Shire. Detailed guidance on design is available in the '*Siting and Design Guidelines for Structures on the Victorian Coast'* and the accompanying '*Landscape Setting Types for the Victorian Coast*' from the Victorian Coastal Council.

This CAP seeks to balance the conservation of the natural environment with the needs of the existing community and new residents, visitors, tourists and long-term campers, all with their signature cultural contribution to the Peninsula.

1.4 Coastal Action Plan Process

The development of the Mt Eliza to Point Nepean CAP has involved an in-depth consultation and 'visioning' process based on extensive background research. The CAP is the final piece of work for the project, following the development of the Issues and Triple Bottom Line Overview Papers. Figure 2 below indicates the process to date:

Figure 2. Coastal Action Plan Preparation Process to Date



It is important to note that the CAP is based on the outcomes of the consultation in relation to the triple bottom line analysis presented in the Overview Paper. This Paper developed three possible scenarios, which went on public exhibition to identify the community's preferred option.

Each of the three scenarios was developed from issues identified in the Issues Paper. Each provided a different opportunity set for the coast based broadly on 'existing policy', tourism and environmental values, social, economic and sustainability principles.

The triple bottom line outcome provided an assessment of each scenario (if implemented) as it would impact on the study area environmentally, socially/ culturally and economically over the next twenty years. (Refer to Appendix 2).

1.5 CONSULTATION

A consultation process formed part of the development of the CAP. In particular, it included:

- Initial call for submissions at the commencement of the project through notifications in both local newspapers and the metropolitan Age newspaper.
- Workshops undertaken as part of the Issues Paper development.
- Informal consultation with individual members of the community.
- Exhibition of the Draft CAP.
- Workshops undertaken as part of the Draft CAP exhibition.

The consultation revealed support for the strategies in the Draft CAP, both at workshops and in written submissions from the targeted groups. The details of written submissions are contained in Appendix 5.

As noted in 1.4 above, an Overview Paper that examined three possible scenarios using triple bottom line analysis went through a process of public exhibition in order to identify which scenario had community preferences and support.

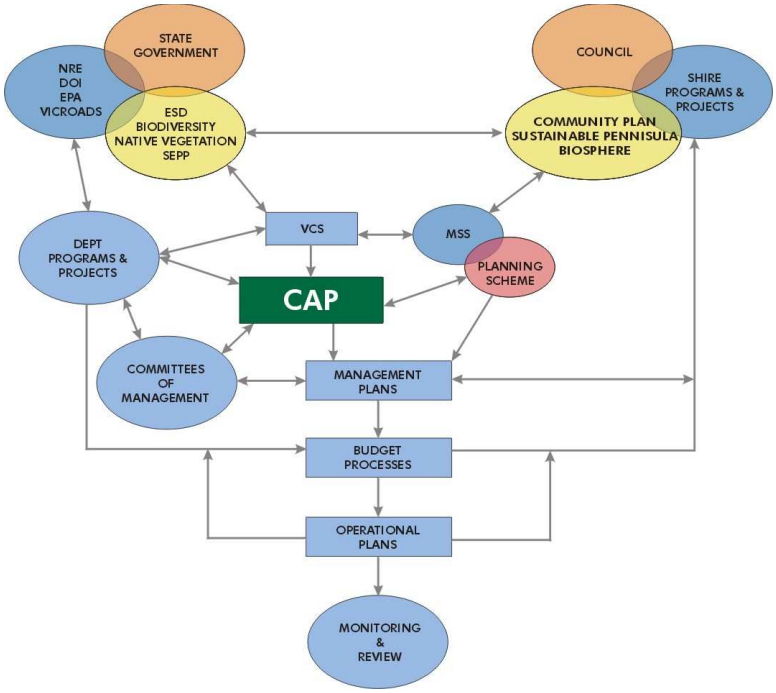
Consultation has involved a wide range of interest groups and organisations. A list of organisations that have participated in the consultation process is attached in Appendix 2.

The formulation of the CAP has also been assisted through the participation of a steering committee comprising representatives of State Government Departments and Agencies, local land managers, the community and the Shire.

1.6 ADMINISTRATIVE FRAMEWORK

Within the study area there are numerous bodies that own and manage public land and water. During the consultation process it became clear that there is little common understanding of the roles and responsibilities of various government agencies in managing the Bay. The CAP can be a mechanism for co-operation and implementation of the objectives, work programs and projects of the various agencies. A brief overview of the roles and responsibilities of relevant agencies that have a management responsibility for Mt Eliza to Point Nepean coast is provided below.

Figure 3. Administrative Framework (Systems Diagram)



1.6.1 THE CENTRAL COASTAL BOARD

The Central Coastal Board was established in 1996 under the terms of the *Coastal Management Act 1995*. Its responsibilities cover the whole of Port Phillip and Western Port Bays. The Board is a strategic coastal planning advisory body to the relevant State Minister. The core functions of the Central Coastal Board are defined in the *Coastal Management Act 1995* as follows:

- To develop Coastal Action Plans for land within the region
- To provide advice to the Minister on coastal development in the region and any other matters referred to it by the Minister
- To provide advice to the Victorian Coastal Council on coastal development in the region and any other matters referred to it by the Council
- To prepare and publish guidelines for coastal planning and management in the region with approval of the Victorian Coastal Council
- To facilitate the implementation in the region of the *Victorian Coastal Strategy*, Coastal Action Plans and approved coastal guidelines for the region
- To facilitate local public awareness of and consultation and involvement in the development and implementation of the *Victorian Coastal Strategy* and Coastal Action Plans and the approval of any other coastal guidelines for the region
- To liaise with and encourage the co-operation of Government departments, municipal councils, public authorities, industry, community groups and persons and bodies involved in the planning and management of the region in developing and implementing strategic solutions to matters affecting the conservation and use of the region's coast; and
- To carry out any other functions conferred on it by or under this Act or any other Act.

The preparation of the Coastal Action Plan is a core function of the Central Coastal Board and provides the basis for the Board to advise the Victorian Coastal Council and the Minister on relevant coastal development issues.

1.6.2 MORNINGTON PENINSULA SHIRE

The Mornington Peninsula Shire is responsible for much of the urban foreshore area and other areas of public open space. In accordance with the *Crown Land (Reserves) Act 1978,* the responsibility for management of sections of Crown Land has been delegated to the Mornington Peninsula Shire.

The Council administers the *Mornington Peninsula Planning Scheme* that provides the policy and regulatory mechanisms for implementing aspects of the CAP. The Council is also owner and manager of other public coastal land and facilities including roads, boat ramps and drainage infrastructure.

The CAP will provide an interpretation of the Shire's strategic planning framework for the Peninsula as it affects the Port Phillip coastal area and will provide direction and guidance for:

- The detailed planning that will be undertaken for the coastal townships; and
- Foreshore Management Plans for those areas of the coast for which the Shire is the Committee of Management.

1.6.3 VICTORIAN CHANNELS AUTHORITY, NOW PORT OF MELBOURNE CORPORATION

The Victorian Channels Authority was a statutory authority of the Victorian State Government. The Victorian Channels Authority is responsible for management of the movement of commercial shipping, and the provision and maintenance of commercial navigation channels and navigation aids in the port waters of Port Phillip.

1.6.4 VICTORIAN COASTAL COUNCIL

The Victorian Coastal Council is appointed under the *Coastal Management Act 1995* as the peak body for the strategic planning and management of the Victorian coast, and to provide advice to the Minister for the Environment.

1.6.5 DEPARTMENT OF SUSTAINABILITY AND ENVIRONMENT

This Department has administrative responsibilities under the *Crown Land (Reserves) Act 1978* and the *Coastal Management Act 1995*, and with the approval of the relevant Minister:

- Deal with *Coastal Management Act* consents
- Appoint and oversee Committees of Management for Crown Land reserves.

The Crown owns 96 per cent of the Victorian coastline. Much of this Crown Land is managed, under delegation from the Minister for Planning, by designated Public Land Managers and Committees of Management such as the Mornington Peninsula Shire, the White Cliffs to Camerons Bight Foreshore Committee of Management and the Dromana Foreshore Committee of Management.

The Department of Sustainability and Environment (DSE) also administers the *Planning and Environment Act (1987)*, which provides the legislative basis for municipal planning schemes. DSE (and the Minister for Planning) plays a key role in the approval of amendments to planning schemes.

DSE also has a lead role in managing the implementation of the State Government's *Melbourne 2030 – Planning for Sustainable Growth.*

1.6.6 ENVIRONMENT PROTECTION AUTHORITY

The Environment Protection Authority (EPA) maintains standards of environmental air, noise and water quality through works approvals, licences, inspections, pollution abatement notices and land use planning referrals.

The EPA is also responsible for the development and enforcement of State Environment Protection Policies, particularly the State Environment Protection Policy (SEPP) Waters of Victoria and, specifically, Schedule F6 – Waters of Port Phillip Bay.

The CAP can assist in achieving the outcomes of the SEPP – Waters of Victoria, through the effective management of new coastal development.

1.6.7 MARINE SAFETY VICTORIA

Marine Safety Victoria is the State's marine safety agency and is responsible for the administration of the *Marine Act 1988*. It therefore gives policy direction for the provision of boating and non-boating zones in Port Phillip Bay waters.

The provision of boating and non-boating zones along the Port Phillip coast has a significant effect on the recreational use of the coast and the demand for infrastructure such as boat ramps. The current boating zones have been taken into consideration in developing the CAP. The outcomes of the CAP will need to be given consideration in the future decision-making on boating zones.

1.6.8 PARKS VICTORIA

Parks Victoria is responsible for the management of Victoria's national parks and conservation reserves, and Melbourne's waterways and bays, including Port Phillip Bay, Western Port and the Yarra and Maribyrnong Rivers.

Within the study area, Parks Victoria manages the Point Nepean section of the Mornington Peninsula National Park, the Port Phillip Heads Marine National Park, the Collins Settlement Historic Reserve at Sorrento, Rosebud Foreshore Reserve and all public piers and jetties. Parks Victoria manages the foreshore with revenue raised from the specific reserve and some funding from the State Parks and Gardens Levy

1.6.9 FORESHORE COMMITTEES OF MANAGEMENT

In accordance with the *Crown Land (Reserves) Act 1978*, the responsibility for management of Coastal Crown Land has been delegated to a number of Foreshore Committees of Management. As part of this responsibility, the Committees of Management also operate caravan parks, camping grounds and some boat ramps within designated foreshore reserves. Most Committees operate under an approved management plan which incorporates a business plan and ensures that all revenue raised from the foreshore reserve is spent on its management and maintenance. The State Parks and Gardens Levy also provides strategically allocated funding, both to Committees of Management and Parks Victoria for the upkeep of Crown Land.

The Mornington Peninsula Shire operates as Committee of Management for significant portions of the Point Nepean to Mount Eliza stretch of Port Phillip Bay. As such, it has a unique role in comparison to Foreshore Committees of Management elsewhere. Given the large area of coastal and non-coastal land it manages, its broad focus enables it to operate under different economies of scale and with a much greater strategic focus. The Shire does not distinguish between the management of its foreshore reserves or its inland reserves, and it maintains its open space areas from the same single budget allocation. With this and the Shire's strategic approach to managing its open space reserves, the Shire is able to implement maintenance improvements on a much broader scale, generally resulting in a greater financial contribution to that generated from coastal reserves alone.

Parks Victoria also manages part of the Peninsula foreshore, including both coastal National Parks and reserves. While Parks Victoria manage the foreshore with revenue raised from specific reserves, it also receives funding from the State Parks and Gardens Levy that is strategically allocated to its areas of management.

2.0 KEY ISSUES

The CAP reviews key issues identified by the community and detailed in the Issues Paper including:

- Environmental and marine issues.
- Social, cultural and recreational issues including indigenous and recreational boating commentary.
- Strategic land issues, including assessments of activity and visual character.

The Issues Paper was the first methodical step in the identification of potential development scenarios for the Port Phillip Bay Coastal section of the Mornington Peninsula Shire. The Issues Paper was made publicly available and was circulated to all key stakeholders in order to adequately identify the broadest spectrum of issues influencing future planning.

The Issues Paper identified a range of important considerations not previously addressed by CAPs. These included:

- The likely substantial increase in use of the Port Phillip Bay coast due to growing local and regional populations, increased accessibility with the construction of the Mitcham/ Frankston Freeway and the State Government policy of redirecting recreational visitors from Westernport to Port Phillip Bay Coast.
- Significant traffic congestion, parking and access issues relating to the Port Phillip Bay coast.
- A wide range of significant albeit uncoordinated infrastructure development and conservation projects proposed, approved, or completed across the study area.

This section discusses each of these issues and considerations and concludes by reviewing environmental issues against forecast significant increases in coastal use and activity levels.

2.1 ENVIRONMENTAL ASSESSMENT

This section of the Coastal Action Plan outlines the environmental management issues that have been identified for the Mornington Peninsula Shire's Bay coast. This section should be read in conjunction with the *PPB Environmental Management Plan 2000*. In identifying issues, the following have been considered:

- The community's expectations and utilisation of the coastal environment they want to protect and enhance *(Values)*;
- Activities, land use practices or processes which can degrade coastal values (Threats);
- Consequences of impacts to the identified values (Risks).

The identification and ranking of threats and values as high, moderate or low, was achieved by a review of previous studies, community input via an environmental consultative group, and the study team's knowledge of and previous experience in the area. The rankings are relative and are designed to assist in deriving priorities rather than absolute values.

This approach enables the identification of threats that pose the greatest risk of degrading or impacting on significant coastal environmental values. The determination of risks initially requires the identification and ranking of coastal environmental values and threats. Risk assessment then considers to what degree threats are likely to impact on coastal environmental values. The following provides an overview of the key values and threats within the study region.

2.1.1 KEY VALUES ON THE COASTAL AND NEAR-SHORE MARINE ENVIRONMENT

The community holds a range of important values about the Mornington Peninsula coastline and near shore marine environment that reflect its many beneficial uses and unique assets. These values relate to both the natural and built environment.

The key identified environmental values are summarised for each of the major study regions below.

2.1.2 CLIFFS (FROM MT ELIZA TO SAFETY BEACH)

The 'Cliffs' coastline consists of headlands and small pockets of beaches of varying widths, backed by rocky cliffs of Tertiary Baxter sandstone. The 'Cliffs' coastal region is characterised by short, deeply incised streams with eroded creek beds and valley slopes. The 'Cliffs' coastal region includes the waterway of Balcombe Creek, which features a trellised drainage pattern in accordance with the alignment with the Chechingurk fault (*Condina and Craigie 1998*). Rural and established residential areas make up most of the catchment. (Figure 4).

Figure 4. Summary of 'Cliffs' Coastal Region and Contributing Catchment Land Uses

Length of Coastline	20.8km
Coastal Region Area	147.00 km^2
Major Land Use Zones	Rural 49% (72.06 km^2) Residential 29% (42.17 km^2) Services and Utilities 12% (17.81 km^2)
Major Waterways	Hearn Creek, Sunshine Creek, Finlayson Creek, Balcombe Creek, Manmangur Creek, Tanti Creek, Gunyong Creek, Earimil Creek, Ballar Creek and Kackeraboite Creek.
Receiving Environment	Port Phillip Bay, Canadian Bay, Davies Bay, Half Moon Bay

Assessment of Values and Risks

- **Visual and Landscape Amenity** is *Highly* valued in this coastal region offering significant views of Port Phillip Bay and the surrounding coastline.
- **Marine and Foreshore Habitat** is rated of *High* value due to the regionally significant Balcombe Estuary as well as the existence of a diverse range of habitats including rocky shores and beaches.
- **Terrestrial Coastal Habitat** in the 'Cliffs' coastal region supports a relatively narrow strip of coastal vegetation, a remnant of the formerly extensive vegetation communities of regional or local significance (*Vantree 1996*) as well as a Melaleuca swampland and plant communities located on private land. All of these are *Very Highly* valued.

- Access to the 'Cliffs' foreshore and beach is limited due to the relatively steep topography and adjacent land use. However, there are a number of beaches and lookout areas which provide *Highly* valued **Recreational Amenity,** the majority of which are passive land-based activities.
- Good **Water Quality** in the near and far shore environments of the 'Cliffs' region is *Highly* valued.
- The 'Cliffs' area has 22 identified sites of **Geological and Geomorphic Significance** between Olivers Hill and the northern end of Safety Beach (*Vantree 1996*). These sites are *Very Highly* valued.
- While there is little information regarding the presence of **Rare and Threatened Species** in this area, feedback from environmental groups suggests strongly that rare and threatened species are present and the coastal habitat that supports them is *Very Highly* valued.
- Areas of **Ecological Significance** including Balcombe Creek and other creeks that enter the bay along the 'Cliffs' coastline are considered of *Very High* value and offer important habitat particularly for bird and aquatic life.

2.1.3 BEACH (FROM SAFETY BEACH TO TRUEMANS ROAD)

The Beach coastal region is made up predominantly of the north-western slopes of Arthurs Seat, a large granitic outcrop. Part of the Beach coastal region is State Park. The region is characterised by continuous beaches with steep streams running off Arthurs Seat and through the flat coastal fringe, prior to discharging to Port Phillip Bay (WBM 2001, *Mornington Peninsula Shire Council Stormwater Management Plan Draft Report*). The majority of the Beach coastal region is rural but it does contain a significant amount of medium density residential land use, most of which is along the coast. Tootgarook swamp, located in the southern part of the Beach coastal region, is a significant natural asset covering 450 hectares. The area is extremely low lying and the water surface within Tootgarook swamp reflects the surrounding groundwater level (*Condina and Craigie* 1988). Near the coastline itself is generally heavily developed with medium density residential areas and several commercial areas (Figure 5).

Figure 5. Summary of Beach Coastal Region and Contributing Catchment Land Uses

Length of Coastline	16.0 km
Catchment area	131.13 km^2
Major Land Use Zones	Rural 63% (82.84 km^2) Residential 17% (22.87 km^2) Public Open Space 8% (10.06 km^2) Conservation 7% (8.57 km^2)
Major Waterways	Chinamans Creek, Drum Alloc Creek, Tootgarook Swamp, Sheepwash Creek, Boundary Road Creek, Dunns Creek and Brokil Creek.
Receiving Environment	Port Phillip Bay, Dromana Bay

Assessment of Values and Risks

- **Visual and Landscape Amenity** is *Highly* valued in this coastal region offering significant views of Port Phillip Bay and the surrounding coastline.

- **Marine and Foreshore Habitat** has been marginally disturbed by some boat facilities and the introduction of exotic species. It is *Highly* valued in this coastal region offering long stretches of beach. This is reflected by the decision to recognise the area as a Port Phillip Marine National Park.
- The Beach coastal region is highly modified. The foreshore supports a remnant Banksia woodland that is generally in poor condition. There has been extensive introduction and spread of non-indigenous plant and animal species. Nevertheless the **Terrestrial Coastal Habitat** in this region has been identified as of *High* value.
- Good **Water Quality** in the near and far shore environments of the Beach region is *Highly* valued.
- Passive and active water and land **Recreational Amenity** in the Beach coastal region is *Very Highly* valued and occurs all along the Beach coastline.
- There are a number of vulnerable and critically endangered bird species and the vulnerable Swamp Skink (*Egernia coventryi*) that occur in this coastal area. These are considered to be *Very Highly* valued.
- Areas that provide vegetation of regional and state significance, particularly the creeks (Chinamans Creek, Tassels Creek Estuary, Coburn Creek) that enter the bay along the Beach coastline are considered of *Very Highly* valued **Ecological Significance.**

2.1.4 NEPEAN COASTAL REGION (FROM TRUEMANS ROAD TO POINT NEPEAN)

'Nepean' coastal region refers to the area of Nepean Peninsula west of the Selwyn Fault. This area contains Quaternary sedimentary deposits including sands and dune limestone (*Condina and Craigie* 1998). The soils in the catchment are highly permeable and this combined with the dual topography results in a landscape that does not have any defined overland waterways (*Condina and Craigie 1998*). Along the coastline beaches are disrupted occasionally by headlands and cliffs. A large number of holidaymakers camp in the native vegetation adjacent to the coastline over the summer holiday period. Rural hinterland exists in the upper end of the catchment while the lower end is a highly developed residential area containing several commercial precincts.

Figure 6. Summary of 'Nepean' Coastal Region and Contributing Catchment Land Uses

Length of Coastline	21.0km
Catchment area	77.55 km^2
Major Land Use Zones	Rural 37% (28.62 km^2) Residential 37 % (28.52 km^2) National Park 14% (10.55 km^2)
Major Waterways	Surface water infiltrates to groundwater
Receiving Environment	Bass Strait, Port Phillip Bay

Assessment of Values and Risks

- **Visual and Landscape Amenity** is *Highly* valued in this coastal region offering significant views of Port Phillip Bay and the surrounding coastline.

- **Marine and Foreshore Habitat** has been marginally disturbed by some boat facilities and the introduction of exotic species. The Marine and Foreshore Habitat has *Very High* value, primarily associated with the Ramsar-listed Mud Island section of the Port Phillip (Heads) Marine NP, as well as a network of cliffs, beaches and sand dunes along the coast which include part of the Mornington Peninsula National Park.
- Native vegetation has been greatly depleted however remnant vegetation located along the coastline includes scrub, grasslands and Ben Moonah trees, which are *Very Highly* valued **Terrestrial Coastal Habitat**.
- Good **Water Quality** in the near and far shore environments of the 'Nepean' region is *Highly* valued.
- Passive and active water and land **Recreational Amenity** in the 'Nepean' coastal region is *Very Highly* valued and occurs along the majority of its coastline.
- While there is little information regarding the presence of **Rare and Threatened Species** in this area, feedback from environmental groups suggests strongly that such species are present. Therefore the coastal habitat (particularly Mornington Peninsula National Park) that supports them is *Very Highly* valued.
- In the waters of Port Phillip beyond the town of Portsea is the Ramsar-listed Mud Island Marine National Park, which is considered to have *Very High* **Ecological Significance** values.
- **Mornington Peninsula National Park** is of importance to some threatened fauna species and has the largest reserved example of Coast Banksia Woodland in the Mornington Peninsula. Mornington Peninsula National Park is of national significance and is *Very Highly* valued.
- **Point Nepean National Park** is covered in Complex Coastal Scrub. It is *Very Highly* valued.

2.1.5 COASTAL AND MARINE THREATS

Threats include land use practices, degradation and other predominantly human activities that could potentially impact on coastal and marine environmental values. Key coastal and marine environmental threats within the Port Phillip section of the Mornington Peninsula coastline are summarised as follows:

- The foreshore vegetation is threatened by a number of biotic and physical factors, most of which have man-made origins. These include incremental clearing, weed invasions, failure of regeneration, high user pressure, runoff, sedimentation and slumping. Natural disturbances predominantly relate to cliff erosion. Marine pests invade the near shore marine environment from the wider Port Phillip and from ballast water in ships. These disturbances enhance the opportunity for **Invasive Exotic Flora and Fauna Species** to invade the foreshore and near shore marine environment and are perceived to be a *Very High* threat in all three defined coastal regions.
- **Polluted storm water runoff** across the entire study region originates primarily from unstable and degraded waterways, residential land, unsealed roads, subdivision developments, major roads and agriculture. The polluting effect on receiving waterways is considered a *High* threat. A number of urban stormwater outfalls are eroding the coastline in the 'Cliffs' coastal region, and are perceived to be a *High* threat.
- Groynes (engineering structures used to trap and hold sand) located in the Beach and 'Nepean' coastal region are perceived to be a *Moderate to High* threat to **Natural Coastal Erosion and Accretion processes**. Erosion along the 'Cliffs' coastline, which can introduce high sediment loads to the bay, is considered a *High* threat.
- **Developments considered inappropriate** in areas that presently behave as ecological buffers or provide public views of the coastline are considered a *High* threat.
- **Inappropriate Land Use.** In some instances along the coastline building development is considered to be blocking the public view of the coastline. In addition, recreational activities such as walking, boating and camping in areas of ecological value throughout the three coastal zones are

considered a *High* threat. These activities often detrimentally impact on the environment, and in some cases the facilities they require are not sympathetic to their surrounding landscape.

- The 'Nepean' Coastal Region does not have a sewer system and relies on septics, which have the potential to leak significant bacteria and pathogen loads to Port Phillip. Therefore **Septic leakage** represents a *Very High* threat.
- Inappropriate behaviour such as tree removal, vandalism, poaching of marine fauna, illegal vegetation removal and damage of important habitats by people and dogs reflects a poor **Public Attitude and Lack of Education and Awareness** of the coastal and marine environment across the entire study area and is perceived to be a *High* threat. This inappropriate behaviour is also sometimes associated with recreational pursuits such as jet skiing, boating and fishing.
- **Marinas** can introduce pollutants into Port Phillip Bay as well as alter the visual landscape significantly and are therefore considered a *Moderate* threat in the 'Cliffs' and Nepean coastal regions.

2.1.6 RISKS

Risks are determined by assessing how specific threats may impact on coastal environmental values. The assessment considers the magnitude of the threat, significance of the value and sensitivity of the value to the specific threat. Figure 7 opposite summarises the risks (the combination of threats and values) that have been determined for the Mornington Peninsula adjacent to Port Phillip Bay.

Figure 7. Environmental Risk Table

		Invasion of Exotic Flora and Fauna	Stormwater Runoff	Coastal Erosion and Accretion Procsses	Septic Leakage	Inappropriate Land Use	Inappropriate Development	Public Attidude and Education	Marinas
Cliffs	Visual and Landscape Amenity	High	High	High to Very High	Low	Very High	High to Very High	High	High
	Recreational Amenity	High	High to Very High	High	Low	High to Very High	High to Very High	High	High
	Terrestrial and Coastal Habitat	Very High	High	High	Low	Very High	Very High	High to Very High	Low to Moderate
	Marine and Foreshore Habitat	High to Very High	High	High	Low	High	Moderate to High	High to Very High	Moderate to High
	Water Quality	Low	High to Very High	High to Very High	Low	High	Moderate to High	Moderate to High	Moderate to High
	Geological and Geomorphic Significance	Low	High to Very High	Very High	Low	High	High to Very High	Moderate to High	Moderate to High
	Rare and Threatened Species	Very High	High	High	Low	Very High	High to Very High	Very High	Moderate to High
	Areas of Ecological Significance	Very High	Moderate to High	Moderate to High	Low	Very High	Very High	High to Very High	Moderate to High
Beach	Visual and Landscape Amenity	High to Very High	High	High	Low	Very High	High to Very High	High	Low
	Recreational Amenity	High	High to Very High	High to Very High	Low	High to Very High	High to Very High	High	Low
	Terrestrial and Coastal Habitat	Very High	High	Moderate to High	Low	High to Very High	Very High	High to Very High	Low
	Marine and Foreshore Habitat	Very High	High	Moderate to High	Low	High	Moderate to High	High to Very High	Low
	Water Quality	Low	High to Very High	Moderate to High	Low	Moderate to High	Moderate to High	Moderate to High	Low
	Rare and Threatened Species	Very High	High	Moderate to High	Low	Very High	High to Very High	Very High	Low
	Areas of Ecological Significance	Very High	Moderate to High	Moderate to High	Low	Very High	Very High	High to Very High	Low
Nepean	Visual and Landscape Amenity	High to Very High	High	High to Very High	High to Very High	Very High	High to Very High	High	High
	Recreational Amenity	High	High to Very High	High to Very High	Very High	High to Very High	High to Very High	High	High
	Terrestrial and Coastal Habitat	Very High	High	Moderate to High	High	High to Very High	Very High	High to Very High	Low to Moderate
	Marine and Foreshore Habitat	Very High	High	Low to Moderate	High	High	Moderate to High	High to Very High	Moderate to High
	Water Quality	Low	High to Very High	Low	Very High	Moderate to High	Moderate to High	Moderate to High	Moderate to High
	Rare and Threatened Species	Very High	High	Low	High	Very High	High to Very High	Very High	Moderate to High
	Areas of Ecological Significance	Very High	Moderate to High	Low	Very High	Very High	Very High	High to Very High	Moderate to High
	Mornington Peninsula National Park	Very High	Moderate to High	Moderate to High	High to Very High	High	Moderate to High	Very High	Low to Moderate

Key

Shading	Risk Range
	Very High
	High to Very High
	High
	Moderate to High
	Moderate
	Low to Moderate
	Low

2.1.7 PRIORITY COASTAL RISK MANAGEMENT ISSUES

The priority coastal environmental risks presented in Figure 7 have been used to identify seven key coastal environment management issues that require attention. Many of the risks presented above have been grouped with other risks to form a single Priority Management Issue, creating the basis for developing management strategies (particularly where risks in different localities will have similar management responses).

The following list summarises the results of the risk analysis and identifies the seven highest priority risk issues:

Recreational Planning and Development (entire study area)

Recreational activities occur throughout the study regions and include a wide range of land and water-based passive and active activities. The land use associated with these recreational activities poses risks to visual and landscape amenity, terrestrial coastal habitat, rare and threatened species and the ecological significance of the area.

The CAP recommends a demand management strategy focusing activities in key nodes.

Invasion of Exotic Species (entire study area)

Exotic species invasions that occur in the vegetation strip along most of the coastline of this study area, pose a risk to terrestrial coastal habitat, marine and foreshore habitat, rare and threatened species and ecological significance throughout the entire study area, particularly the Mornington Peninsula National Park.

The CAP proposes a new approach to co-ordination of the coastal planning system.

Management/Protection of Ecologically Sensitive Areas (site specific within the entire study area)

Creeks, estuaries and remnant vegetation within privately owned and public lands house a range of rare, threatened and endangered flora and fauna species. A lack of management to preserve and enhance these areas poses a risk to passive recreation, visual and landscape amenity, terrestrial coastal habitat, ecological significance and rare and threatened species throughout the entire study region.

The CAP recommends a demand management strategy focusing activities in key nodes.

Inappropriate Development (entire study area)

Inappropriate development, particularly residential development, can lead to the removal of important ecological buffer zones and public views and is perceived as a risk to recreational, visual and landscape amenities, endangered and threatened species, terrestrial coastal habitat and ecological significance.

The CAP recommends a demand management strategy focusing activities in key nodes.

Public Attitude and Education (entire study area)

Inappropriate behaviours such as tree removal, poaching, damage to and illegal removal of vegetation and vandalism reflect a lack of understanding and value for the coastal and marine environment across the entire study area. This poses a risk to recreational, visual and landscape amenities, marine and coastal habitat, geological and geomorphic significance and rare and threatened species throughout the entire study region.

The CAP process has made a major contribution to public education and proposes further educational measures.

Wastewater Disposal

The wastewater system within the 'Nepean' coastal region has the potential to export bacteria and pathogen loads to near shore environments of Port Phillip. This poses a risk to visual, landscape

and recreational amenities and water quality including those related to human health and environmental health within and adjacent to the 'Nepean' coastal region.

Specific strategies and actions to address this have been put in place by the Mornington Peninsula Shire Council.

7. Storm Water Runoff (entire study area)

A number of urban stormwater outfalls are eroding the coastline at a significant rate along the 'Cliffs' region. On-going erosion poses a risk to visual and landscape amenities, geological and geomorphic significance and terrestrial habitat. Runoff enters the Bay from each of the coastal regions, adding pollutants into the near shore environment, which poses a risk to visual, landscape and recreational amenities and water quality throughout the entire study area. There is also the potential for secondary impacts to flora and fauna in the marine and foreshore environment.

Specific strategies and actions to address this have been put in place by the Mornington Peninsula Shire Council.

2.2 Social, Cultural and Recreation Issues

This section outlines the Social and Cultural Issues that are relevant to coastal planning and management on the Mornington Peninsula. In identifying these issues we considered:

- Aboriginal culture and heritage.
- Local European heritage.
- Recreation.

Aboriginal and non-Aboriginal heritage issues for the study area are listed below. These issues have been identified from registry searches at Aboriginal Affairs Victoria, Heritage Victoria, the Register of the National Estate and the Register of the National Trust. Heritage places listed in the *Mornington Peninsula Planning Scheme*, and Heritage Overlay controls which may apply to specific areas of the coastline, have not been identified. This overview of the area and any future works proposed in areas along the coast will require a more detailed heritage assessment. The issues identified in this paper should also be supplemented by consultation with relevant Aboriginal community organisations.

2.2.1 Aboriginal Cultural Heritage Issues

Almost the entire coastline of the study area contains Aboriginal archaeological sites. Areas which have not yet been surveyed may also contain Aboriginal archaeological sites, even in disturbed contexts. Although the coastline along the study area has been considerably modified since European settlement, the sandy beach portion of the coast has aggraded considerably over the past 100 years, raising the possibility that buried Aboriginal archaeological sites may survive further inland from the present high water mark.

The following major issues have been identified by the registry search:

- One hundred and five (105) Aboriginal archaeological sites are recorded at the registry of Aboriginal Affairs Victoria for the coastal section of Port Phillip Bay in the Mornington Peninsula Shire, between Davey Point, Mount Eliza and Point Nepean.
- There is potential for more sites to be located in areas that have not yet been properly surveyed.
- There is potential for buried Aboriginal archaeological sites to occur along the entire coastline.

- There is potential for human burial sites to be uncovered due to the area being conducive to such activity given the soft, sandy sediments located along much of the coastline, but particularly the sandy beach section between Safety Beach and Tootgarook.
- In view of the known and potential distribution of Aboriginal archaeological sites on the coastline, it must be assumed that any works which are carried out in coastal areas may impact on Aboriginal cultural heritage and archaeological sites. This implies a requirement for a more detailed archaeological assessment in connection with any works program.
- Any work which impacts on an Aboriginal archaeological site, will require a Consent from the Wurundjeri Tribe Land Compensation and Cultural Heritage Council Inc. This Aboriginal community organisation has responsibility for the issue of Consents under the *Aboriginal and Torres Strait Islander Heritage Protection Act (1984)* in relation to Aboriginal archaeological sites.
- Further archaeological survey work may be required before works commence or at the time works are carried out.
- Monitoring of works by a representative of the local Aboriginal community may be required.
- Regular updates regarding Aboriginal community organisations with statutory responsibility for administration of Cultural Heritage legislation and Native Title claimants should be obtained from Aboriginal Affairs Victoria and the National Native Title Tribunal (see discussion below).

Aboriginal Stakeholder Organisations

There is one statutory and three non-statutory Aboriginal community organisations who are likely to have an interest in the archaeology of the study area coastline.

- The Wurundjeri Tribe Land Compensation and Cultural Heritage Council Incorporated (statutory)
- The Bunurong Aboriginal Corporation (non-statutory)
- The Victorian Boonwerwrung Elders Land Council (non-statutory)
- The Kulin Nation Cultural Heritage Organisation (non-statutory)

Previously recorded aboriginal archaeological sites total 105 and comprise the following:

Figure 8. Aboriginal Archaeological Sites

Shell Middens	Earth Features	Artefact Scatters
102	8	9

Twelve sites are recorded as mixed sites so the total of site types exceeds the number of sites listed.

2.2.2 EUROPEAN CULTURAL HERITAGE ISSUES

A search was undertaken of the Heritage Register and Heritage Inventory at Heritage Victoria, the Register of the National Estate and the National Trust Register, for the locations of previously recorded historic (non-Aboriginal) sites and places. The search indicated that almost the entire length of the shoreline contained a series of previously recorded historic archaeological sites, buildings, structures and historic places. There are also a number of shipwrecks situated along the shoreline, most of which are buried under sand. It should be noted that there has been no search of the places listed in the

Mornington Peninsula Heritage Study or in Heritage Overlays within the local planning scheme. Issues identified by the registry searches are listed below.

- There are fifteen (15) terrestrial sites relating to the cultural heritage of the European settlement recorded on the registry and inventory of Heritage Victoria for the coastal section of Port Phillip Bay in the Mornington Peninsula Shire, between Davey Point, Mount Eliza and Point Nepean. Sites listed on the Victorian Heritage Register are of State significance and are afforded a high level of protection under the *Heritage Act (1995).*
- A further three (3) sites are listed on the Register of the National Estate for this section of the coastline.
- Additional historic sites or places may be included in the planning scheme.
- There is a potential that further historical sites are located along this section of the coast.
- Coastal works near historical sites have the potential to impact on these sites.
- Heritage Victoria lists ten (10) shipwrecks recorded as having being driven ashore along this section of the coast (see figure 9).

Figure 9. Heritage Victoria Listed Shipwrecks

HV No	Name	Location	Year Lost
S006	Admiral	Schnapper Point, Mornigton	1854
S068	Barbara	White Cliffs, Rye	1852
S120	Cicada	Safety Beach, Dromana	1877
S205	Eagle	Rosebud	1883
S226	Emily	Dromana	1867
S237	Empress of the Sea	Quarantine Station	1853
S345	Eivon	Rye Pier	1918
S523	Petrel	Sullivan's Point	1853
S583	Rosebud	Rosebud	1841
S662	Tasman	Near Mount Martha	1846

2.2.3 PARTICULAR SITES OF SIGNIFICANCE

Two key sites of significance were identified throughout the consultation, literature review and public submissions. These include:

Collins Settlement Site

The Collins Settlement site is of national significance, and is made up of both public and freehold land. It is located east of the Nepean Highway and to the east of the Sorrento Sailing club, from the pier at Camerons Bight to and including the Western Sister.

- The Collins Settlement Site is a location with State historical, social, political and cultural significance.
- The site is the place of first European settlement in Victoria. It was also a strategic place to guard and defend sea routes against other nations, important in terms of trade, supply and warfare. It was one of the earliest settlements outside the bounds of Sydney, pre-dating the beginnings of settlement in Tasmania at Hobart.

- The site is important as a place of contact between Aborigines and Europeans in Victoria. Prior to and following settlement, the place was a popular Aboriginal campsite, which had been returned to regularly over a period spanning hundreds of years.
- The site was the first "attempted" settlement and has acknowledged Aboriginal occupation spanning at least 1,750 years.

It should be noted that a *Future Directions Management Plan* has been prepared by the Mornington Peninsula Shire Council and Parks Victoria to address these issues, and a number of threats, including:

- Subdivision and development of privately owned land within the site.
- Erosion of cliff face.
- Indiscriminate use of public lands for recreational purposes.
- Vandalism of archaeological potential of the area.
- Increased use of the area by the public due to its growing profile as a highly significant heritage site is exacerbating erosion problems.

Point Nepean

- 600-hectare area of historical significance.
- The location of the Quarantine Station constructed in 1852.

While the Mornington Peninsula Shire is now managing the area at Point Nepean known as Police Point the long term management of the remainder of the former Commonwealth land at Point Nepean is subject to ongoing discussion between State and Federal governments.

2.2.4 RECREATIONAL BOATING

Boating is associated with many activities from Mt Eliza to Portsea. Access to the foreshore occurs through different methods such as marinas, boat ramps, dry storage, car and trailer parking. Recreational boating activities include:

- Fishing
- Racing and sailing
- Cruising
- Diving.

The levels of boating infrastructure on the Peninsula are summarised in Figure 10.

Figure 10. Boat Ramps Infrastructure Audit

	High Capacity	Low Capacity	Description
Mornington (2 ramps)	[		Two-lane ramp, suitable all tide and most weather conditions. Hazardous during strong northerly winds. Suitable for craft to 7m.
Linley Point		[	Two-lane, sealed ramp, very shallow water at low tide. Suitable for craft to 5m.

Safety Beach		[	Three-lane boat ramp suitable for craft to 6m. Shallow at low tide, hazardous during nth-westerly winds. With jetty.
Dromana		[	Two-lane timber ramp, hazardous during northerly winds. Often unusable due to sea damage during winter. Suitable for craft to 5m. No jetty.
Tootgarook		[	Two lane, semi-sealed ramp, suitable for craft to 5m. No jetty.
Rye Lennard Street		[	Beach access, suitable for small craft only.
Rye Dundas St	[		Three-lane ramp, all tides, suitable for craft to 7m.
Tyrone		[	Used by jet ski users and small sailing craft. Not suitable for powered craft.
Blairgowrie (2 ramps)		[	Used by small craft. Beach access.
Sorrento	[		With breakwater, most up to date ramp. Three lane, all tides. Most recently completed.

In addition to boat ramps, the study area's boating infrastructure includes swing moorings, jetties and car and trailer parking. Anecdotal evidence from the stakeholder consultation suggests there is insufficient boating infrastructure to cope with current and future significant levels of boating activity in the area.

There is a requirement for significant additional work to be undertaken in respect of recreational boating. This is identified as a priority in the implementation plan.

A number of projects have been proposed but not yet constructed. This includes a marina at Safety Beach (under construction), a new boat ramp at Rosebud and a new marina outside the study area at Frankston. The marina at Safety Beach will provide a total capacity of:

- 460 publicly accessible fixed berths.
- 572 residential lots together with.
- 209 wet residential lots and 209 corresponding berths.
- Dry boat storage for 200 craft.
- Associated commercial areas.

It should be noted that the Blairgowrie Safe Harbour accommodates 160 berths and is already at capacity.

Foreshore implications

Boating activity has an impact on the way in which the foreshore is used for a number of reasons:

- Access for boats across the beach.
- Boats stored on the foreshore in club facilities (dry storage)
- Boat ramps located on the foreshore
- Access to jetties via the foreshore

The foreshore therefore plays an important part in boating activity, particularly for launching vessels.

Strategic Context

The draft *Victorian Recreational Boating Strategy* assessed the estimated number of registered boats for each region. In 1998 it was estimated that there were around 6,000 registered boat owners in the Mornington Peninsula Shire.

As part of the draft Strategy, two data models were developed looking at possible growth in boat ownership:

In scenario one, titled Current Infrastructure Provision, a status quo growth in registered boats was examined.

Scenario two, titled Infrastructure Rich, examined a model of significant investment in boating infrastructure and induced growth in registered boats.

In scenario one, it is forecast that boat ownership within the Mornington Peninsula Shire will increase minimally (4.8%) over the period between 1998-2010. This would be an additional 300 registered boats. Under scenario two, it is forecast that boat ownership within the Mornington Peninsula Shire will increase by three times the current rate over the period between 1998-2010, that is, by 15%. This would be more than 900 additional registered boats.

Figure 11. Registered Boat Estimates

	1998	2010	% Change
Scenario 1 - "Current Infrastructure Provision"			
Victoria	128,106	134,255	4.8%
Central Coastal Region	75,739	79,374	4.8%
Mornington Peninsula	6,040	6,330	4.8%
Scenario 2 - "Infrastructure Rich"			
	1998	2010	% Change
Victoria	128,106	143,364	11.9%
Central Coastal Region	75,739	87,100	15.0%
Mornington Peninsula	6,040	6,946	15.0%

Given that the Peninsula accommodates a high percentage of recreational boaters from the Melbourne Metropolitan area, and given the decision to proceed with the Mitcham/ Frankston freeway, the

Peninsula could be subject to a significant increase in boating demand. This CAP recommends that detailed forecasts of future demand be undertaken.

2.3 Strategic Land Use and Other Issues

The following assessment of land use and urban design along the Mt Eliza to Portsea coast and marine environment is broken into three issue areas within the three study precincts of Cliffs, Beach and Nepean:

- Planning/ Activity/ Land Use.
- Access/ Parking.
- Visual/ Spatial Characteristics.

The selection of issue areas for each study precinct provides a basis for examining the relative situation and commonalities between precincts.

In addition Township and Environmental issues identified in the course of preparing the CAP for this length of coast are discussed and summarised.

2.3.1 Cliffs

Planning/ Activity/ Land Use

- The proximity of this precinct to Melbourne suggests potential for improved/ additional ferrying services, for example, utilising Mornington Jetty/ Mornington Bay.
- Mornington is nominated as an Activity Centre within the State Government policy *Melbourne 2030 – Planning for Sustainable Growth.*
- The Cliffs precinct is characterised as the extension of suburban development from the Melbourne Metropolitan area, extending as far as Mt Martha. There is a need to determine the appropriate extent of this development pattern, based on social and environmental impacts on the coast.
- Use of the coast/ foreshore in the Cliffs precinct is influenced heavily by the primarily suburban nature of adjacent residential development. In recreation and use terms, the coast appears to cater for the local population equally. Visitor facilities such as car parks, seating and picnic areas are therefore less intensely provided than at some other areas on the Peninsula.
- The Cliffs precinct features a number of key points of focused activity. These include:

  Schnapper Point/Mornington Jetty, Mornington.

  Davey's Bay, Mt Eliza.

  Canadian Bay, Mt Eliza.

  Fisherman's Beach, Mornington.

  Mt Martha Beach.

The provision of visitor facilities in these areas needs to respond to a strategic view of visitation generally, particularly considering the relatively low level of access to the beach in this precinct.

- Of the activity areas within the Cliffs precinct, Schnapper Point is the most highly developed, with the highest level of activity. This activity includes:

  Boating.

  Fishing.

  Dining.

Sight-seeing.

Swimming

Walking.

- The location of Schnapper Point, particularly in relation to the Mornington town centre and Mornington Park, is critical to its future planning and its future role. Key issues include:

  Pedestrian/ cycle connection with Mornington Park.

  Common design themes with Mornington Park and Main Street.

  Improved visual connection between Schnapper Point and Mornington Park.

  Improved pedestrian circulation around Schnapper Point and Mornington Park, particularly along Flinders Drive and Schnapper Point Drive.

  Improved signage common to Schnapper Point, Mornington Park and Main Street.

  Potential for shared/ consolidated parking.

  The provision of new passenger ferry services, particularly from Melbourne, could be located at Mornington (Schnapper Point) and also connect to Sorrento. This would raise issues such as the impact of parking and additional traffic movements. Similarly the extended aquaculture lease areas in the Bay may lead to additional pressure for the provision of onshore facilities.
- The Cliffs precinct contains a number of areas of actively eroding coastal cliffs, particularly at Mt Eliza and Mornington. The impact of this erosion upon the level of cliff top visitation/ activity and cliff top habitat should be considered.
- Public risk situations in the form of dangerous and unstable cliffs, resulting from coastal processes and/or storm damage, require active management. A Risk Management Program which identifies the likelihood and consequence of persons being injured on coastal reserves needs to be maintained. Emphasis will be on remedial activities which provide 'family friendly' and safe public beaches and strategies for active management of dangerous cliffs to ensure foreshore reserves are capable of sustaining increased community use.

Access/Parking

- Traffic volumes on The Esplanade, south of Mornington, have a major impact upon the ease of access to the foreshore within the 'Cliffs' precinct.
- Beach access for both vehicles and pedestrians is limited due to landform, vegetation and cliff stability.
- Key vehicle access is provided at:

  Canadian Bay Road, Mt Eliza.

  Kunyung Road, Mt Eliza.

  Sunnyside Road, Mt Eliza.

  Main Street/Schnapper Point Drive, Mornington.

  The Esplanade, Fisherman's Beach, Mornington.

  Off The Esplanade, Balcombe Creek Mouth, Mt Martha.
- With the limited number of parking locations, consideration needs to be given to:

  The level of facilities provided at each vehicle access point.

  The number of vehicles which can sustainably be catered for.

  Improving connections between the beach/ foreshore and hinterland parking areas.

- Both the 'natural' impacts of landform and vegetation, and the 'introduced' impacts of traffic volumes on The Esplanade limit pedestrian access to the beach/ foreshore. Existing access is both informal and formal and should be reviewed/ rationalised, based on a number of criteria:

  The impact on erosion/ cliff stability.

  The impact on vegetation (particularly remnant communities).

  The available amenity, such as viewing opportunities, path quality, seating and fencing.

  The provision of nearby car parking.

  Pedestrian safety, particularly in crossing The Esplanade.

- The quality of existing car parks is inconsistent. They range from the highly formalized Schnapper Point car park to the Canadian Bay car park, which has eroding edges, is poorly drained, has an inefficient layout and is poorly presented.
- All car parks should be reviewed in terms of:

  Pavement quality.

  Layout.

  Stormwater drainage.

  Amenity, particularly views.

  Shade provision.

  Prevailing local character

Visual/Spatial Characteristics

- The most significant visual issue in the 'Cliffs' precinct is the impact of nearby residential development. The impact of structures upon the visual amenity and character of the coast, when seen from public viewing points, particularly the beach, is significant. This is especially so in the northern areas of the precinct, in Mt Eliza and Mornington. The location of The Esplanade along cliff top areas south of Mornington has meant that residential development is set further back and, therefore, has a reduced impact in these areas.
- The 'visitor experience' of driving along The Esplanade is reduced by the enclosed nature of the road, due to dense cliff top vegetation. Recognising that much of this vegetation consists of introduced weed species, consideration should be given to the creation of strategic viewing when undertaking weed-removal and re-vegetation operations.
- The sense of 'isolation' and 'remoteness' experienced in many areas of the precinct is attractive to many visitors and should be reinforced when considering re-vegetation measures and development applications.

The visual contribution made by boatsheds or bathing boxes is a characteristic of some sections of the Mornington and Mt Martha beaches. In some cases it is as much a characteristic as the indigenous vegetation.

2.3.2 BEACH

Planning/Activity/Land Use

- There is a need to protect, and in some cases, define the 'individual' character of the various coastal villages located along Point Nepean Road, particularly from Dromana westwards to Sorrento. The *Mornington Peninsula Shire Municipal Strategic Statement* supports the creation

and/or preservation of a distinct character for each village and yet the foreshore acts as an element which is common to each. The resolution of a distinct village character within a common foreshore framework is an important planning and design issue.

- Rosebud is nominated as an Activity Centre within the *Melbourne 2030 – Planning for Sustainable Growth.*
- With increased vehicle traffic, particularly along Point Nepean Road, the impacts upon both air and water quality need to be carefully monitored.
- A program to connect coastal toilets in this precinct to the mains sewer over the next few years was commenced recently with funding from the Central Coastal Board and Crown Land Managers, in order to reduce impacts on the beach/foreshore/marine environment.

Access/Parking

- Traffic volumes on Point Nepean Road present the single biggest impact upon the ease of access to the Mornington Peninsula coast. This issue has a major impact upon the important physical connection between the commercial centres or 'villages' in the Beach Precinct (especially Dromana and Rosebud) and the foreshore itself. These villages have developed because of the foreshore, and yet are practically separated from the foreshore by the heavy volumes of traffic carried by Point Nepean Road, particularly in summer. Pedestrian access is inadequate.
- Pursue staged reduction in foreshore parking as and when appropriate, in conjunction with the provision of new or consolidated parking on the landside.
- Remote parking (inland) therefore should be explored and its use encouraged to enable access
- There are numerous car parks along the foreshore in the Beach Precinct. The quality of these car parks varies, with the following being common issues:

  Poor quality pavements.

  Lack of organisation.

  Lack of tree planting.

  Poor connection with pedestrian circulation.

  Lack of drainage.

  Susceptibility to erosion.
- Pedestrian access from residential areas to the beach is restricted during the summer months by foreshore camping in some areas. Clear access should be maintained through all camping areas.

Visual/Spatial Characteristics

- Views from Point Nepean Road to the Bay are variable within the Beach Precinct and are dependent upon the alignment of Point Nepean Road in relation to the beach, and upon the character of vegetation on the foreshore.
- When viewed from the Bay the road is often hidden by vegetation including weeds, which also reduce views of the Bay from inland.
- Where views of the water are available, these make a positive contribution to local character of which greater advantage should be taken.
- Some views to the Bay from Point Nepean Road are obscured by foreshore camping during the summer months, with a resulting impact upon the landscape character of the road.
- Significant visual impact is made by vegetation, bathing boxes and buildings including yacht clubs and toilets.

- Tourist activity including camping and carnivals over the summer months adds to the vibrancy of the foreshore and adds a strong and positive character.
- The visual impact of new development inland of Point Nepean Road is moderated by foreshore vegetation when viewed from the beach. The moderating influence of this vegetation is under threat however, by both vandalism, senescence and dieback.
- Point Nepean Road is not only a major influence in terms of access to the foreshore but also on the landscape and visual character of the foreshore. In many areas, the road is too visually exposed from the foreshore, due to a lack of low vegetation at the road edge.

2.3.3 NEPEAN

Planning/Activity/Land Use

- The need to improve circulation and access for residents and visitors from Rosebud to Blairgowrie, and ultimately to Portsea is an important issue for the Mornington Peninsula. The removal or reduction of through traffic from the Point Nepean Road would have a major impact upon the nature of foreshore visitation and activity in Rosebud, Rye, Blairgowrie and Sorrento.
- The Nepean precinct coast contains a number of areas of actively eroding coastal cliffs, particularly west of Policeman's Point and the Two Sisters east of Policeman's Point, Sorrento. The impact of this erosion upon cliff top activity and cliff top habitat should be considered. There is, however, very little public cliff top activity west of Policeman's Point due to freehold extending down to the high water mark, and restricted/ controlled access in Point Nepean (Commonwealth and National Park areas).
- There is currently a program in place to extend the main sewer over the next few years in order to reduce impacts on the beach/foreshore/marine environment.

Access/Parking

- Pedestrian access from residential areas to the beach is also restricted during the summer months by foreshore camping. Clear access through camping areas is prevented by the layout of camping sites.
- Visitor parking is a major issue within the 'Nepean' precinct and is in shorter supply than in the Beach precinct, particularly west of Rye. While the situation is primarily seasonal now, the issue will escalate over time. This issue is compounded by the lack of parking associated with adjacent commercial areas, such as at Rye. The primary area for parking, other than the few foreshore car parks, is the verge of Point Nepean Road. This adds to the congestion experienced on the road during summer.
- While pedestrian access along the foreshore is good between Rye and Sorrento, this access is fragmented west of Policeman's Point, Sorrento, due mainly to the emergence of high coastal cliffs. Formal access becomes primarily restricted to local connections through residential areas. The potential to connect these local access areas should be investigated.
- Vehicle access to the foreshore west of Policeman's Point is limited to the Portsea Pier area.

Visual/Spatial Characteristics

- Views from Point Nepean Road to the Bay are variable within the Beach Precinct and are dependent upon the alignment of Point Nepean Road in relation to the beach, and upon the character of vegetation on the foreshore.
- However, coastal viewing opportunities exist within Point Nepean where public access is promoted and facilities are provided to take advantage of the views.

- Where views of the water are available, these make a positive contribution to local character and better advantage should be taken of them.
- Some views to the Bay from Point Nepean Road are obscured by foreshore camping during the summer months.
- The visual impact of new development inland of Point Nepean Road (east of Policeman's Point, Sorrento) is moderated by foreshore vegetation, when viewed from the beach. The moderating influence of this vegetation is under threat however, by vandalism, senescence and dieback.
- The establishment of some areas of exotic vegetation has had a variable impact upon the visual character of the foreshore. In some areas, such as Sorrento, the consistent and considered use of Norfolk Island Pines and Monterey Cypress has created a strong and positive character, albeit one which now requires some modification, due to the age of the trees. In other areas, the occasional (and apparently opportunistic) growth of introduced species serves to weaken the landscape character to the point where it lacks definition. Rye Foreshore is a prime example. An ideal landscape character based on the primary use of indigenous vegetation should be defined as a basis for re-vegetation and landscape works but this will need to take account of local detailed planning.
- Point Nepean Road is not only a major influence in terms of access to the foreshore, but also on the landscape and visual character of the foreshore. In many areas, the road is too visually exposed from the foreshore, due to a lack of low vegetation at the road edge.
- East of Sorrento, views of the Bay are primarily contained to the beach area as adjacent residential development south of Point Nepean Road is obscured by foreshore vegetation and landform. As with the Beach precinct, this is a positive characteristic, contributing greatly to the visitor experience of the beach.
- West of Sorrento, cliff top development has a major visual impact. Re-vegetation programs on the cliff edge and cliff face have the potential to unify this existing development and moderate its visual impact when viewed from either the Bay or the beach.
- The coastal cliffs west of Sorrento offer a number of opportunities for spectacular scenic views. Since public access is limited in this area, such opportunities should be taken full advantage of, through the provision of facilities such as seating, fencing and appropriate path surfacing.
- There is active coastal erosion along the Port Phillip side of Point Nepean. This includes collapsing historic seawalls and beach erosion in the Observatory Point area.
- Foot traffic is managed within Point Nepean to ensure minimal impact. Much of the quarantine station area is highly modified and has a significant carrying capacity due to extensive grassing and surface treatments.

2.3.4 ACCESSIBILITY AND ROAD INFRASTRUCTURE ISSUES

Strategically, there is a need to control and calm traffic on the Point Nepean Road due to the congestion that is experienced during traditional holiday periods and often on weekends. Anecdotal evidence indicates that this congestion approaches 'grid lock' on the southern part of Point Nepean Road particularly between Sorrento and Rosebud. It also becomes significant along the Mornington Peninsula Freeway in peak periods. It should be noted that significant forecast growth in residential and visitor populations on the Peninsula mean that small scale short-term works are likely to be overrun by demand for new infrastructure, car spaces and visitor facilities.

Existing Road Networks

The principal road corridors on the Mornington Peninsula are:

- The Nepean Highway,

- Mornington Peninsula Freeway,
- Westernport Highway and
- The Point Nepean Road.

Potential Road Developments

A Mornington Peninsula Freeway reserve exists from Carrum Downs to Moorooduc South. A design review of this freeway is currently underway associated with the Mitcham/ Frankston Freeway. An Inland Transit Corridor could be an integral part of a demand management strategy for the Mornington Peninsula subject to detailed local design and environmental assessment. Additional infrastructure issues were identified including:

- Improved access arising from the development of the Mitcham/ Frankston Freeway past Dandenong will provide better accessibility through to greater Melbourne.
- Southeast growth corridor expansion adjacent to the Mornington Peninsula Shire will increase the usage of the Peninsula as a recreation destination.
- It is also possible that by 2020 Cranbourne-Frankston Road will be duplicated to the Westernport Highway and Westernport Highway will be duplicated to the Port of Hastings. The Cranbourne-Frankston Road will be progressively duplicated from the west.
- Planning provision exists for the future development of the Mornington Peninsula Freeway past Frankston to Canterbury Jetty Road at Rye and the duplication of Westernport Highway south of Cranbourne-Frankston Road. The form and timing of works in the freeway reserve and the extension of the duplication of Westernport Highway to Hastings are to be considered in future transport planning studies.

2.3.5 TOWNSHIP ISSUES SUMMARY

The following table describes the townships from Mt Eliza to Portsea with respect to their visual, landscape and environmental amenity. In particular, consultation identified the need to identify and preserve the local character in each of the townships. This should be used as input for future structure planning and urban design frameworks.

Figure 12. Township Assessment

Precinct	Location	Activity Area	Visual, Landscape and Environmental Amenity
Cliffs	Mt Eliza	Medium	*High visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, passive recreational amenity, water quality, geological and geomorphologic significance, rare and threatened species values and Moderate ecological significance values.*
	Mornington	High	*High visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, passive recreational amenity, water quality, geological and geomorphologic significance, rare and threatened species values and Moderate ecological significance values.*

	Mt Martha	Low	*High visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, passive recreational amenity, water quality, geological and geomorphologic significance, rare and threatened species and ecological significance (Balcombe Creek) values.*
Beach	Safety Beach	Low	*High* visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity, water quality, rare and threatened species values and *Medium* ecological significance values.
	Dromana	Medium	*High* visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity, water quality, rare and threatened species values and *Medium* ecological significance values.
	McRae	Low	*High* visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity, water quality, rare and threatened species values and *Medium* ecological significance values.
	Rosebud	High	*High* visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity, water quality, rare and threatened species and ecological significance (Chinamans Creek) values.
	Tootgarook	Low	*High* visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity, water quality, rare and threatened species values and *Medium* ecological significance values.
Nepean	Rye	High	*High* visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity and water quality values and *Medium* ecological significance and rare and threatened species values.
	Blairgowrie	Low	*High* visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity, water quality, rare and threatened species values and *Medium* ecological significance values.
	Sorrento	High	*High* visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity, water quality, rare and threatened species values and *Medium* ecological significance values.
	Portsea	Medium	*High* visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity, water quality, rare and threatened species values and *Medium* ecological significance.

	Point Nepean	Low	*High* visual and landscape amenity, marine and foreshore habitat, terrestrial coastal habitat, recreational amenity, water quality, rare and threatened species and ecological significance values, as well as *High* values associated with the Mornington Peninsula National Park.

2.3.6 ENVIRONMENTAL ISSUES SUMMARY

While environmental improvement is occurring, major environmental issues not previously discussed in detail include:

- Retaining indigenous flora and fauna species.

  Exotic species invasion occurring in the vegetation strip along most of the coastline of the area poses a risk to terrestrial coastal habitat values, marine and foreshore habitat values, rare and threatened species values and ecological significance values throughout the entire area.

- Stormwater run-off and sustainable catchment management.

  A number of urban stormwater outfalls are eroding the coastline at a significant rate along the 'Cliffs' region. On-going erosion poses a risk to visual and landscape amenity values, geological and geomorphic significance values and terrestrial habitat values. Run-off enters the Bay along the length of the coastline, adding pollutants and nutrients into the near shore environment.

- Natural coastal erosion and accretion processes.

  Groynes located in the Beach and 'Nepean' coastal region are perceived to be a threat to natural coastal erosion and accretion processes as they interrupt the natural flow of sand.

- Inappropriately sited land uses, poor management and planning.

  Inappropriate development, particularly residential development, can lead to impacts on, including the removal of, important ecological buffer zones. It poses a risk to endangered and threatened species values, terrestrial coastal habitat values and ecological significance values.

- Management of the foreshore area/ human impacts.

  Inappropriate behaviour, such as removing trees, poaching, illegally removing and/or damaging vegetation, and vandalism, can lead to the loss of important habitats, ecological buffer zones and public views. In some places encroachment into the foreshore reserves has occurred to the detriment of the natural system. This is perceived as a risk to recreational, visual and landscape amenity values, marine and coastal habitat values, geological and geomorphic significance values and rare and threatened species values throughout the entire region.

- Lack of sewerage in some areas.

  Some areas that are subject to development pressure rely on septic systems which have the potential to leak significant bacteria and pathogen loads to Port Phillip Bay.

- Groundwater contamination (predominantly Point Nepean area).

  Septic leakage has the potential to contaminate groundwater, particularly due to highly permeable soils in some areas.

2.4 GROWTH AND CHANGE

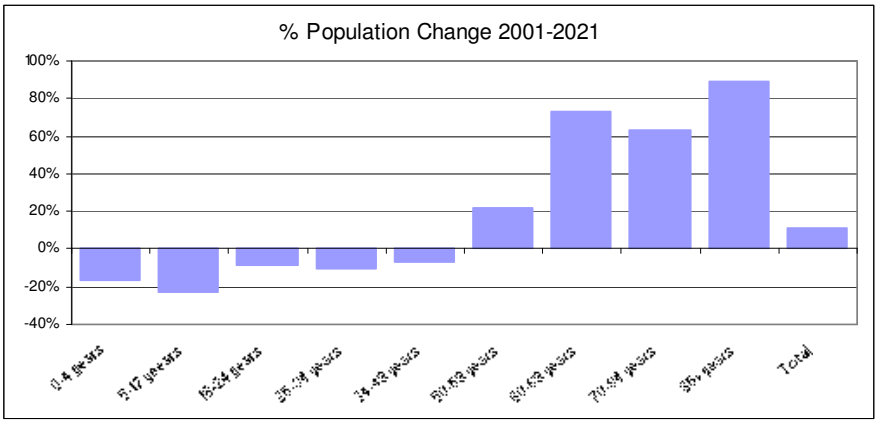
In addition to the environment and strategic land use issues this section indicates that the growth in both population and day-trippers will continue, increasing the planning challenge.

2.4.1 POPULATION GROWTH ISSUES

The Department of Sustainability and Environment Population Projections for Mornington Peninsula Shire suggest that (based on 1996 data):

- The population is set to rise by around 15,000 or 11 per cent between 2001 -2021.
- When "holiday home" occupancy is factored in, the population could rise by more than 60,000 during 'peak' periods.
- The Shire's age structure was more elderly in 2001 when compared with Metropolitan Melbourne.
- There will be a noticeable ageing in the population over the period (2001-2021) with the number of people aged 0-49 years falling by around 12,000 whilst the number of people aged 50 years and above rising by around 27,000.

Figure 13. Forecast Population Change in the Mornington Peninsula Shire 2001-2021



Source: Department of Sustainability and Environment Victoria in Future - Population Projections 1996-2001

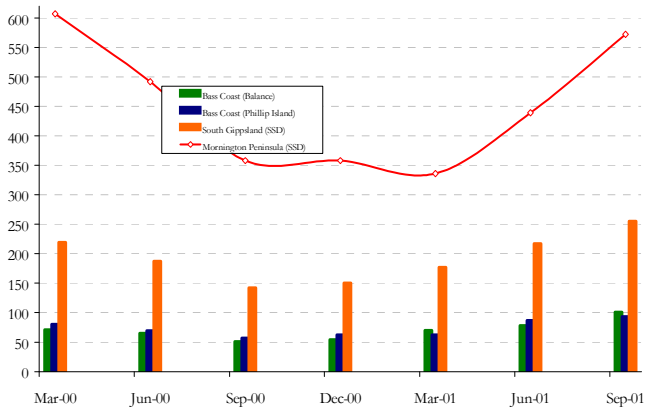
The *2001 Census of Population and Housing* indicated there were:

- 125,378 people living in the Shire during 2001.
- 71,535 dwellings, of which 31 per cent were unoccupied (mainly holiday homes).
- Only Bass Coast (50%), Queenscliff (46%) and Surf Coast (44%) had higher percentages of unoccupied properties in Victoria in 1996.

New Residential Construction

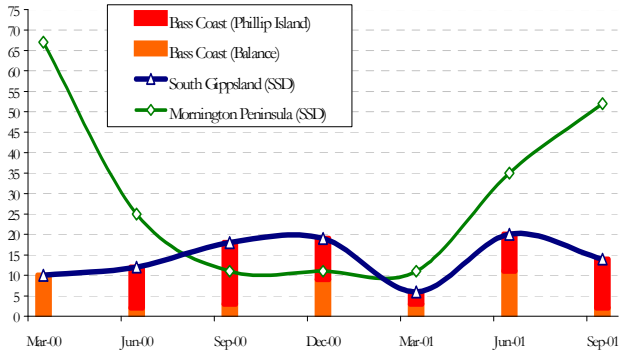
Residential construction on the Peninsula has been substantial with a significant increase in new dwelling construction in recent years. New residents are attracted by lifestyle opportunities, including home-based businesses, easy access from regional areas and the growing number of job opportunities in Melbourne's South East Corridor.

Figure 14. House Approvals by Region (January 2000)



Source: ABS and MacroPlan Australia

Figure 15. Unit Approvals by Region (January 2000)



Source: ABS and MacroPlan Australia

- Overall it is estimated that around 3,000 new dwellings have been approved since the beginning of 2000.
- The *Mornington Peninsula Strategic Framework Plan* anticipates an increase in the Shire's population of approximately 26,000 over the next 20 years. The intention expressed within the framework is to contain this growth within defined areas of the Peninsula's major townships, including Mornington, Hastings, Somerville, Dromana/ Safety Beach and Rosebud.

2.4.2 TOURISM

Based on information from Mornington Peninsula Tourism and the Bureau of Tourism Research:

- Employment grew by 3.5% across the sector during 2000. The accommodation and related businesses sector experienced the biggest income growth in the Mornington Peninsula.
- The Peninsula is Victoria's most popular day-trip destination, growing by 300,000 trips, or 8.4%, between 1998 and 1999.
- Around 76,000 guest arrivals registered in accommodation establishments in the last year, with a total income of $11.5 million. Room occupancy at accommodation establishments measured on average less than 50% of available room nights.

Day-trippers

The Peninsula attracts more than 5.3 million visits per annum (mostly from Melbourne) incorporating 4.1 million day trips (77%) and 1.2 million overnight trips (23%). Visitation to the Peninsula has grown over recent years and is likely to continue for a number of reasons including the growing population base, improved road infrastructure and greater familiarity with the region's tourism product. The tourism sector is performing well with increases in investment, employment and turnover being reported in most tourism-related sectors over the past twelve months. The day-tripper tourism sector is forecast to continue to grow over the coming years.

Tourism is a large employer. Tourism-related industries employ 9,500 people across the Peninsula, representing 22% of total jobs. It is the single most important employment economic sector.

Visitors have the potential to increase their contribution to the local economy. At present, overnight visitors to the Peninsula spend an average $57 per night and $146 per visit - one of the lowest in Victoria because of the high number of self-catering holiday homes in the region. Day-trippers spend $49 per visit, well below the Victoria average of $67.[1]

2.5 Implications: The Environment Challenge

The Issues Paper indicated the following likely implications of growth on the coastal environment:

- The coastal environment from Mt Eliza to Point Nepean is critical to the area's 'sense of place' - a key part of why people live on and visit the Peninsula. A number of questions arise. How can protection of the environment include growth/ development on the Peninsula to accommodate demand? How should growth be contained or managed so that the qualities of the environment are sustained?
- In some coastal areas the visual impact of nearby residential development is significant, particularly at either end of the study area. The impact of structures upon the visual amenity and character of the coast when seen from public viewing points, particularly the beach, is significant.
- There is a need to protect and in some cases define the 'individual' character of the various coastal villages located along Point Nepean Road, particularly from Dromana westwards to Sorrento/ Portsea, taking into consideration their functional roles.
- The levels of visitation in peak periods are now creating traffic congestion and this situation is likely to continue to escalate while the car remains the predominant travel mode. Traffic on Point Nepean Road will increasingly become a barrier to pedestrian access to the coastal reserve.
- The anticipated levels of growth in tourism will require planning for new tourism facilities and enhancements of existing facilities to mitigate any potential adverse impacts the increased visitation may have on the environment, as well as on the social and physical infrastructure.
- Consideration will need to be given to the sharing of costs for the provision and maintenance of facilities and services used by residents and visitors. Where cost sharing is not in place, new mechanisms will need to be considered in order to provide funding at the level required to ensure provision of appropriate levels of facilities and services and maintenance of existing facilities.

[1] Source; Tourism Expenditure by Domestic Visitors in Regional Australia 1998 – Bureau of Tourism Research

3.0 COASTAL ACTION PLAN

3.1 INTRODUCTION

As explained in Section 1.3 the purpose of a CAP is to identify strategic directions and objectives for the use and development for a given length of coast. The CAP seeks also to interpret and apply the VCS. The form and content of the CAP draws on the input received through the extensive public consultation processes undertaken.

This CAP is based around the application of the principles of ESD, the principles of protecting and enhancing biodiversity, access and equity for all and the application of sensitive design. This CAP seeks to manage demand for and use of coastal resources in a sustainable way. Having defined a number of planning units the CAP also nominates a number of Activity Nodes based on established commercial areas and consistent with both the *Melbourne 2030 – Planning for sustainable Growth* and the Shire's Municipal Strategic Statement.

The Cap takes a whole of peninsula view and provides models for the structure of planning units and Activity Nodes. The CAP identifies the need to establish an effective mechanism for integrating and coordinating its implementation.

3.2 PRINCIPLES

Sustainability

The concept of ecologically sustainable development (ESD) is embedded in Victorian policy for the management of ecological, social and economic resources. ESD is defined in the *Victorian Coastal Strategy 2002* as "development that improves the total quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends."

In striving to achieve ESD on the coast, it is important to manage our activities and development so that ecological and social benefits are considered equally with economic benefits. Sustainability requires that ecological, economic and socials factors are all considered and evaluated when making decisions.

Sustainability:

- Recognises that our economy, social well-being and environment each depend on the health of the other for true prosperity.
- Values coastal and marine environments as long-term public assets that should not be compromised by inappropriate short-term decisions or developments.
- Promotes development which improves environmental, social and economic outcomes.
- Respects natural dynamic processes and systems that shape and maintain the coastline and its living resources, and avoids or minimises adverse activities.
- Encourages continuous improvement in human processes, activities and discharges that have an adverse impact on coastal environmental, social and economic values.
- Provides citizens with opportunities for participation in decision-making.
- Encourages diversity and vibrancy in regional economies.
- Facilitates and encourages the conservation and where possible, the use of, historic features.

Biodiversity

This principle seeks to achieve a number of outcomes including:

- A reversal of the decline of biodiversity values across the entire landscape leading to a net gain.
- Maintenance of ecological processes and biodiversity, and, where necessary, restoration.
- Maintenance or improvement across the bioregion of the present diversity and viability of species and ecological communities.
- No further preventable decline in the viability of threatened species and in the extent and quality of threatened ecological communities.

Access and Equity

This principle is based on the premise that reasonable access for all levels of mobility and modes of transport is expected by Victorians and is appropriate to facilitate appreciation of what the coast has to offer, particularly given that most of the coast is publicly owned. It is, however, neither possible nor desirable to provide a uniformly high level of access to all parts of the coast.

The physical nature of the coast dictates that accessibility varies markedly along its length. The Point Nepean Road parallels parts of the coastline. Construction of roads and car parks in foredunes and other sensitive areas frequently results in a very unstable environment which cannot be viably maintained over time. Inland routes, which generally parallel coastal routes and feeder roads, are a preferable alternative to new or upgraded linear roads abutting the coast. Car parking on the coast must be sensitively designed to reduce the adverse impacts while meeting community need and the application of net gain principles for vegetation management.

Car parking needs and the area of land provided for car parking on foreshore reserves should be fully assessed as part of detailed structure planning or the coastal management plan process to achieve the strategic objectives of the CAP. The provision of pedestrian access will be designed, sited and managed to minimise public risk, enhance environmental protection, minimise risks of erosion and improve access.

Sensitive Design

This principle provides direction for the location and scale of coastal use and development. It is intended to take account of the special nature and character of the coast and the characteristics and role of coastal towns, villages and recreation areas through initiatives to:

- Protect the essential character of coastal settlements, undisturbed areas between settlements and the developed populated areas.
- Promote sustainable and sensitive coastal architecture and design.
- Provide an environmental, social and/ or economic benefit, enhancing the coast's value to the community. Outside of designated Activity Nodes new development will generally be coastal dependent or related to such uses (See section 4.2.2).

3.2.1 COASTAL ACTION PLAN PLANNING UNITS

The Coastal Action Plan planning units were developed to address the key elements of the preferred development scenario, namely:

- The management of demand and coastal usage; and
- The integration of key state and local government policy initiatives.

The planning units provide a clear basis for the future preparation and update of management plans, urban design frameworks and structure plans at a local level while combining to form the basis for a regional approach to coastal planning.

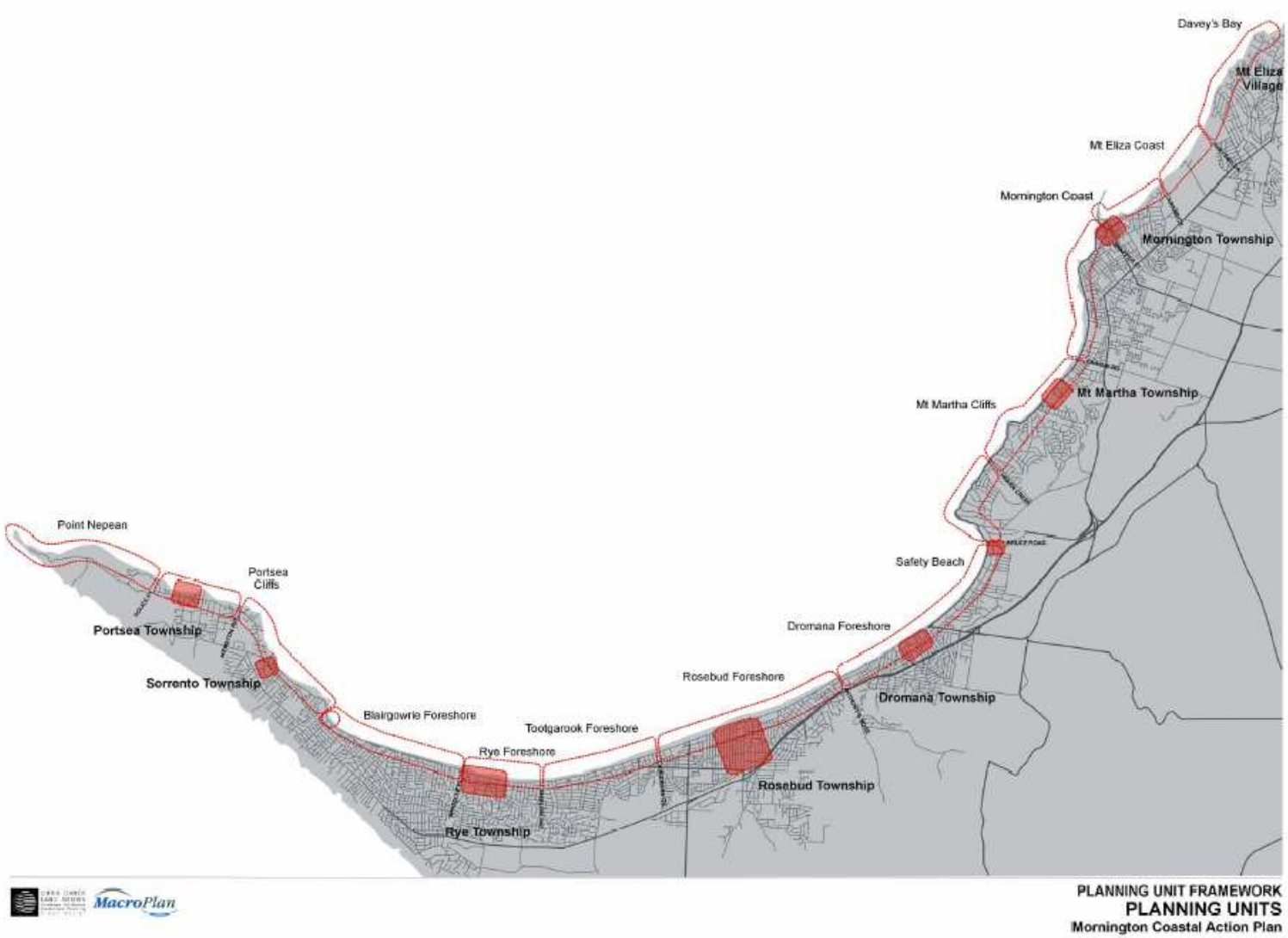
Demand management does not necessarily mean reduction in demand, rather it focuses on redistributing demand to enhance environmental values, create economic value and recognise social cohesion.

Policy integration draws together initiatives such as *Linking Melbourne* and *Melbourne 2030* and synthesises their complex requirements at a regional level for the Port Phillip Bay coast.

The Planning Unit boundaries were based on:

- Land form.
- Existing activity nodes.
- Existing management plans.
- Likely implications of a demand management strategy.

Map 2. Planning Units



The *Victorian Coastal Strategy 2002* notes that in the urban settlements around Port Phillip, much of the coast is already used extensively for recreation and other uses. Planning for these areas needs to recognise that some areas may be nearing or at maximum capacity. The primary issue is the relationship between development on private land and the impacts for public foreshores. An example of this is the potential overshadowing of beaches.

For the remaining coastal areas, the primary issues are the establishment of the limits of settlements, the broad scale protection of coastal landscapes and the determination of the scale and role of other facilities that are required and are appropriate, within and outside settlements.

The 'whole of Peninsula' approach involves considering the Mt Eliza to Point Nepean stretch of the coast as a whole and identifying initiatives and actions which will address the coast as an integrated unit. It creates a basis for improving the quality of life for residents and the coastal experience for both residents and visitors using ecologically sustainable development principles. Significant changes in landscape and urban design frameworks are also recommended which create new opportunities.

The objective is to ensure that any future development is sensitively located, ecologically sound and respects visually sensitive landscapes in order to minimise the loss of habitat, loss of amenity and potential erosion. Urban development presents challenges, in particular in terms of aesthetics, waste disposal and sewerage treatment.

Infrastructure and buildings are required in coastal areas to provide for visitor safety and amenity. These include toilet blocks, life saving clubs, visitor centres, recreational infrastructure and maritime related industry. Commercial facilities also exist providing food and other services. New structures in coastal reserves should be sensitively sited to minimise visual and ecological impact and limited in number to those that meet demonstrated community needs.

Where appropriate and practical, existing structures should be consolidated, redesigned, resited or landscaped where this minimises visual and ecological impacts. The rejuvenation of historic buildings also has the potential to accommodate new uses and contribute positively to the coastal environment and experience.

The CAP approach has not lost sight of economic drivers. For example:

- Consolidated/ integrated car parking will improve trade in activity nodes.
- Public transport viability will be enhanced with a nodal approach.
- Walkability will be enhanced with increased density of commercial, tourist and accommodation.
- By enhancing the visitor experience, the length of stay of visitors will increase.
- By encouraging visitors to stay longer, expenditure per visitor will increase.
- Additional expenditure will facilitate new jobs in activity nodes.
- A solid basis for the further development of tourism in the urban side of the Peninsula will be generated by the creation of a new visitor experience.

At the same time the social outcome for residents is enhanced by the reduction in traffic, improvements in walkability and improved overall environmental quality and the provision of facilities that meet a range of local needs.

What does this Coastal Action Plan do?

Overview

A key initiative in this plan is the application of net gain Native Vegetation policy principles at a sub-regional level.

A primary focus of this plan is to protect the values of the coastal environment whilst providing for appropriate sustainable use. The Planning Units designated in the CAP (Map 5) define the boundaries for the future preparation of management plans and structure plans. The *Victorian Coastal Strategy 2002* defines three areas for the purpose of planning for development – sensitive areas, existing settlements (activity nodes), and recreational nodes. Development pressure and infrastructure will be directed away from sensitive areas (most of the coast) and managed within:

- Defined existing settlements (activity nodes); and
- Recreational nodes.

Directing development to discrete locations is designed to:

- Minimise the overall impact of use and development on the coast and protect more sensitive areas.
- Contain use and development on the coast to a limited number of locations.
- Define the scale of use.
- Properly establish boundaries for development areas.
- Manage the development pressures that currently exist in some locations.
- Provide a focus for appropriate use and facilities on the coast.

Within activity nodes and recreation nodes, the nature and extent of any new development or changes to the existing arrangements will be defined through structure planning/ urban design frameworks or Foreshore Management Plans. While a range of potential activities and development is envisaged for each of the nodes, the actual development or activities will be clearly defined, with some activities excluded from some nodes and permitted in others. This plan refines and applies the policy of coastal dependency as expressed in the VCS to achieve sustainable outcomes recognising the interrelatedness and interdependency of the coast and its hinterland.

Activity Nodes

These are the areas which contain, but are not limited to, the following examples:

- Community recreational facilities and opportunities that enhance the coastal experience
- Appropriate and relevant areas for commercial expansion.
- Provision of tourist accommodation.
- Increased intensity of development.
- Proposed parking station location(s).

This includes bringing the vegetation of the coastal landscape to the landside of roads. New development on the foreshore must comply with the application of 'net gain' policy principles. This does not prevent development but ensures continuous environmental improvement.

Recreation Nodes

Are defined as areas appropriate for activities such as:

- Cultural heritage walks.
- Significant club and community buildings.
- Pedestrian/ cycle connections.
- Camping grounds.

- Recreation areas and facilities
- Boat ramps/ piers.

Sensitive Areas

These are defined as:

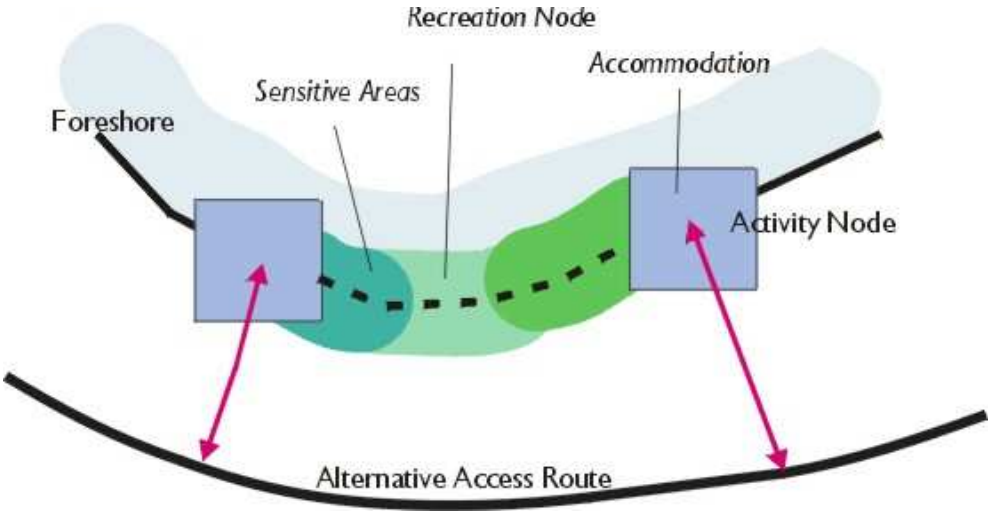
- Conservation/ preservation areas.
- Erosion control areas.
- Creeks/ wetlands/ drainage areas.
- Areas of heritage/ cultural significance.
- Areas with visual amenity sensitivities, or with the capacity to impact on coastside visuals.

3.2.2 PLANNING UNIT STRUCTURE

Figure 16 sets out the approach that has been adopted for planning units in relation to future management of the Mt Eliza to Point Nepean coast. It illustrates how key components such as activity nodes will integrate with sensitive areas and recreation areas and shows the proposed indicative approach to planning, including integrating with Point Nepean Road.

The activity nodes are based on traffic feeding in from a notional intra-Peninsula alternative access road, with Point Nepean Road having a lesser role in providing for through movement.

Figure 16. Planning Unit Structure



The approach is aimed at creating a new coastal experience in the Peninsula and on achieving sustainability principles. The approach will be used to guide the application of the tools identified in Section 2. Application of this approach will occur at a:

- Whole of Peninsula level,
- Planning Unit Level including:

  Sensitive areas – such as cliffs and conservation areas.

  Recreation nodes – Beaches and camping grounds.

  Activity Nodes.

Key outcomes expected from this approach are:

- Reduced use of private vehicles on the Peninsula by both residents and visitors.
- Promotion of walkability and public transport usage through the Activity Node planning principles.
- Quality experiences in relation to culture and heritage recreation, environmental tourism and active or passive recreation through the planning and establishment of Recreational Nodes.

Activity Nodes

The Port Philip Bay side of the Peninsula accommodates a range of large and small activity nodes. The approach of this CAP is to focus on a planning framework for the activity nodes to achieve ESD principles. The approach intends to:

- Encourage major car parking opportunities off the coastal strip.
- Integrate public transport with car parking and activity attractors.
- Enhance visitor expenditure.
- Create a new visitor experience on the Peninsula.
- Facilitate the development of recreational and community facilities consistent with the application of ESD principles

Figure 17 shows a conceptual model of how activity nodes, recreation nodes and sensitive areas may be distributed across the coast in relation to the proposed alternative access route.\

The Activity Node Functional Diagram (figure 17) indicates the planning and design principles which should be applied to the activity nodes. The Activity Node Functional Diagram should be read in conjunction with design guidelines in Section 3.3.3 – Design for Development. These guidelines include detailed considerations such as:

- Net gain policy
- Redesign of car parking on Crown Land
- Activity nodes contain less coastal dependent activities and new developments will be considered where the proposal is a suitable development provides environmental, social and economic benefits; enhances the community's value of the coast; integrates with the coastal landscape and setting and is of a scale suitable to the local context, appropriately sited and designed.

Nature based tourism developments will be encouraged at suitable locations along the coast having regard to the principles for ecologically sustainable development outlined in this CAP, and Victoria's *Nature Based Tourism Directions and Opportunities for Victoria 2000.*

Provision of opportunities for cultural and heritage based tourism will be encouraged. Tourism proposals and developments which illustrate the historic nature of the coast and which utilise historic buildings and features will be actively sought.

Recreation Nodes

Recreation nodes may occasionally involve activities which are non-coastal dependent but which integrate with coastal activities and add to the community's value of the coast.

Sensitive areas will not generally involve activities that are non-coastally dependent unless they are existing uses. Existing uses, if shown to be inappropriate, should be progressively removed or relocated through the foreshore management planning process.

Recreation nodes provide for:

- Active recreation which increases the range of social activities, enhances and integrates with the coastal landscape and is of a scale suitable to the local context, appropriately sited and designed.
- Passive recreation – such as experiential visitation where people enjoy the cultural or natural environment through walking or sitting.

Passive recreation areas will be identified and developed to provide a range of experiences and services for visitors.

A key consideration for new recreational facilities is the test of 'coastal dependency' (See section 4.2.2). This needs to be interpreted in conjunction with:

- New activity node design principles which require development to create a new coastal experience on the waterside.
- Reducing car dependency and underpinning economic sustainability.

Sensitive Areas

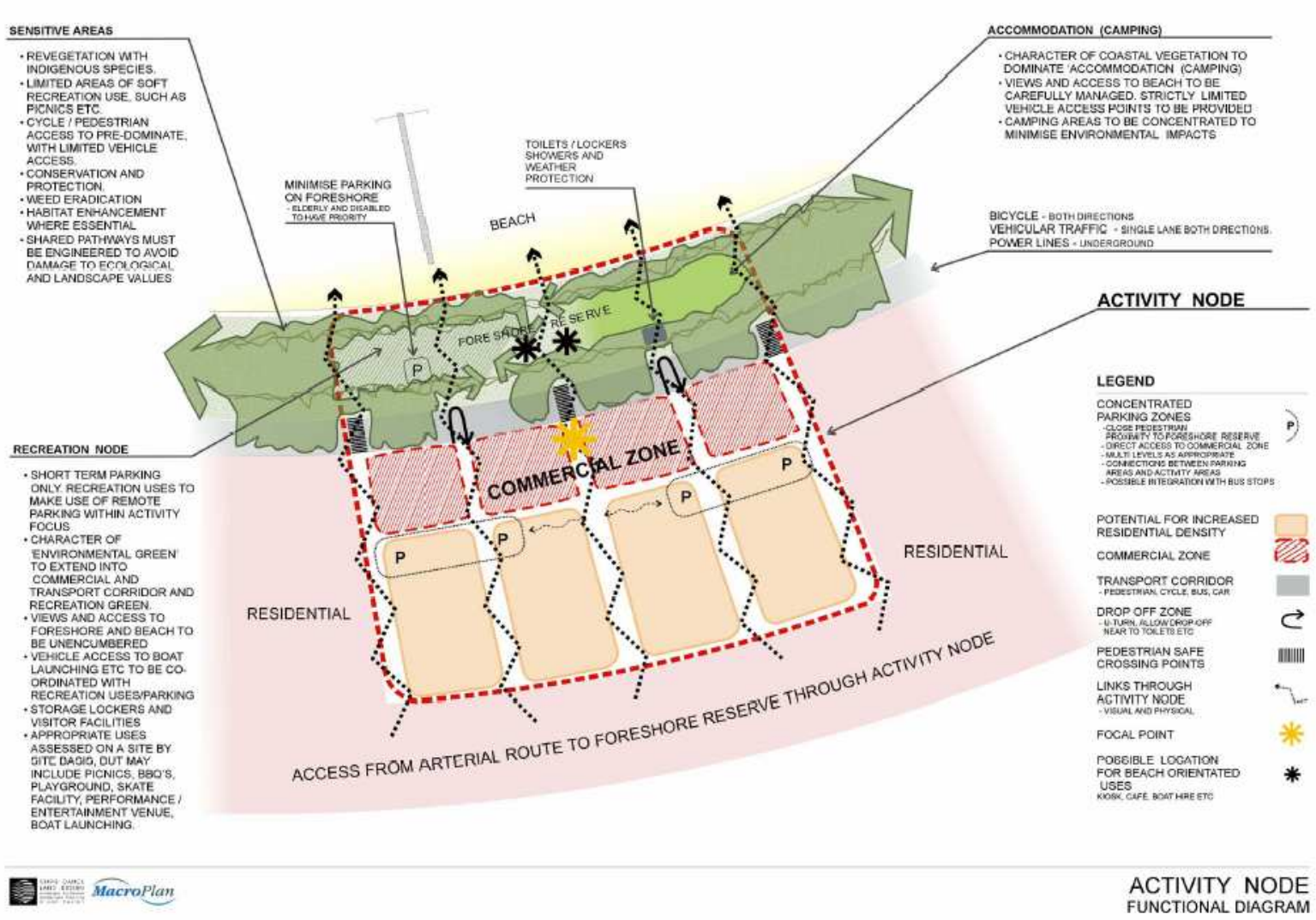
Sensitive areas will be addressed through the development of appropriate management and/or conservation plans. These plans will address areas of environmental sensitivity, cultural and heritage significance and provide appropriate management and where relevant, development strategies.

A key outcome is to understand the high value areas and to fund 'make good' works which enhance presentation and make improvements where necessary.

Relationship between activity nodes, recreation nodes and sensitive areas

Activity nodes are defined in Melbourne 2030 within the study area as Rosebud and Mornington. Recreation nodes will generally be located in Coastal Recreation Zones as defined in Fig 9 in the Victorian Coastal Strategy (2002) compared to sensitive areas which will generally be associated with Coastal Protection Zones. Where one area abuts another, the foreshore character should provide spatial continuity throughout the foreshore and from the marine to the inland areas.

Figure 17. Activity Node Functional Diagram



3.3 Strategic Objectives

3.3.1 Access Management

As noted, the Mornington Peninsula is expecting significant population growth accompanied by significant potential growth in visitor numbers, particularly day visitors. In order to achieve sustainable outcomes it is necessary to manage demand:

- To reduce car dependency.
- To improve existing environmental values for residents and visitors.
- To create a sustainable balance between economic, environmental and social objectives.

A coastal road parallels most of the coastline between Mt Eliza and Point Nepean. The construction of roads and car parks in foredunes and other sensitive areas frequently results in an unstable environment that cannot be viably maintained over time. The *Victorian Coastal Strategy 2002* (VCS) has identified that inland routes which generally parallel coastal routes and feeder roads are a preferable alternative to new or upgraded linear roads abutting the coast. Car parks servicing the coast must be sensitively located. Vehicle access to beaches will generally be discouraged and only allowed in accordance with an approved coastal management plan. The provision of pedestrian access will be designed, sited and managed to minimise public risk, enhance environmental protection, minimise risk of erosion and improve public access.

A key objective of the VCS is to reduce the impact of vehicles in the coastal environment.

The CAP proposes that vehicle access to activity nodes should be managed and improved through the implementation of approaches that have the following key features:

1. Local traffic management plans for coastal townships will minimise traffic impacts on residents and maximise visitor enjoyment of the coast. 'Park and ride' schemes should be investigated where car parks are established in convenient, inland locations with effective public transport links to the coast. Consideration should also be given to township bypasses and redesigning car parking on foreshore land.
2. Alternative modes of transport in and around coastal townships will be encouraged, primarily by the provision of safe pedestrian links and bicycle tracks.

Priorities to assess and improve foreshore car parking areas will be established. This will include establishing new areas or improving existing areas through works to stabilise and revegetate. Poorly located car parks should be relocated, replaced or removed as determined through detailed coastal traffic management plans. These plans must have regard to safety, accessibility and the established patterns of community use and enjoyment relating to car access.

3. New access roads to the coast will be from existing feeder roads, not parallel roads to the coast. Any opportunities that arise to remove or relocate existing parallel roads will be investigated.
4. Public transport services, such as buses to and along the coast, will be encouraged and promoted.

Access management is required to significantly alter visitor expectations and their movement patterns. It also needs to reduce the number of vehicle trips they make and to generate modal shift. Modal shift involves shifting people from one mode of transport, in this case private vehicles, to another mode such as public transport, walking or cycling.

It should be noted that the CAP is not dependant on the completion of an inland route before anything else can happen. Resolving access needs can be progressively implemented in line with detailed assessments of local and regional traffic demand and related issues of congestion.

The matter of key importance is restructuring activity nodes to become focal points for parking and access to the beach.

Visitor Expectations

A key objective of the CAP is to reduce the impact of the Point Nepean Road on the coastal environment by reducing its effect as a barrier and enabling safe pedestrian access to the coast. This means that the role and function of the Point Nepean Road must be reassessed to:

- Increase the desire to drive to a point and walk.
- Reduce the desire to 'cruise' the road.
- Increase the attraction of a transit corridor for pedestrians, cyclists and buses.
- Reduce travel speeds.
- Create a significant number of safe and attractive crossing points (at approximately 400m intervals).

Accordingly, the new visitor expectation will be to focus on a unique environment not experienced primarily from a vehicle. This means that each of the activity nodes require:

- Parking stations.
- Alternative movement options such as buses in peak periods and walking paths.
- A range of walkable experiences.
- Better communication of the range of experiences available.

Access Management Tools

The primary demand management tool proposed for the Peninsula relates to access and circulation. Four key aspects have been identified:

- Transport Routes.
- Parking.
- Public transport.
- Walkability/ cycling.

Transport Routes

The key to successful implementation of the CAP for the Mornington Peninsula will be to:

- Reduce the number of vehicles using Point Nepean Road.
- Distribute vehicles to a number of nodes with sufficient critical mass to support alternative transport modes such as buses and cycles.
- Create major gateway/ parking opportunities on the landside, where possible integrated with commercial centres.
- Provide travel and parking information in peak periods to distribute visitation from congested areas.

- Provide for queuing in peak periods to better manage visitation demand.
- Promote public transport from one or two key points to bring visitors to the Peninsula on a 'park and ride' basis.

Trip Generation

Vehicle trip generation on the Peninsula needs to be reduced in peak periods. This can be achieved through:

- Increased walkability generated by increased residential density.
- Single trip/ multi-destination outcomes in terms of shop/ facility/ recreation access.
- Introduction of buses in peak times.
- Introduction of safe cycleways with safe bicycle parking.
- Directing visitors to drive to a 'point' and leave the vehicle and increase length of stay at that point. This will require innovative approaches to drop off points, particularly for those with reduced mobility such as the elderly, those with children and picnickers.
- The introduction of lockers, high quality conveniences and weather cover to reduce dependence on car based movement.
- Slowing travel times or reducing the connectivity of the Point Nepean Road.

Modal Shift

The Point Nepean Road approaches gridlock in peak periods. With improved regional road access to the Peninsula via the Mitcham/ Frankston Freeway, it is likely that this situation will occur more frequently. Increased use of public transport (modal shift) is required to generate a more sustainable outcome in the short-term. In the long-term the Port Phillip Bay coast could become a benchmark in terms of creating a road network to support a unique environment, rather than just developing a road network.

Public Transport

The introduction of regular buses/ shuttles in peak periods is of critical importance in achieving credible modal shift and creating a new visitor experience. The shuttle buses should be seen as positive rather than negative from a visitor perspective. In order to create a well-used service consideration could be given to:

- Free tickets
- Using the service to generate interest in areas/ experiences which are currently underutilised.
- Integrating stops with major car-parking points.

Parking

Vehicle parking is a major demand management tool. Vehicles accessing or searching for car parking along Point Nepean Road in peak periods are a major contributor to the high levels of traffic congestion and an increased safety risk to pedestrians.

Detailed parking strategies must have regard to:

- How and where parking on the coastal strip is to be provided.
- Maximising the value of parking to commercial activity nodes.
- The need for safe and user friendly focal points for visitors and residents.
- Being part of a logical walking circuit.

- Integration of public transport and inclusion of visitor facilities.
- Providing weather cover at sensible intervals.

This can be achieved through the development of detailed coastal traffic management plans, which will need to include:

- An audit of existing car parking.
- Identification of new car parking locations to support foreshore access
- Addressing traffic movement and safety issues.
- Staging the introduction of new car parking facilities in the hinterland

Walkability/ Cycling

A critical component of the CAP is to generate a truly walkable range of experiences and facilities. It is important not only to reduce vehicle movement but also to create a new Peninsula experience. This needs to be an experience which generates a closer relationship to the environment and promotes quality of experience as opposed to a range of experiences.

Activity nodes need to focus on generating and supporting walkability. This means increasing residential/ short stay density in locations accessible to a range of facilities and desirable coastal environments. Accordingly access, circulation and parking become secondary considerations to walkability/ cycling in an urban/ environmental design sense.

A critical component in designing activity nodes is that they increase the perceived coastal relationship and promote walkability. Given the ageing population, detailed attention must be given to seating, lighting, high quality public conveniences and weather cover to achieve walkability. Magnets such as food, conveniences, playgrounds, landscape viewing sites and interpretive walks should be further promoted on the coastal side. This will generate a desire to walk to the coastal side. This concept refines the policy concept of 'coastal dependency' (see section 4.2.2) to include uses which draw foot-based activity across the Point Nepean Road and reinforces the interrelatedness and interdependency of coastal activities and facilities in the wider context.

3.3.2 MAJOR INFRASTRUCTURE INITIATIVES

In order to successfully manage demand, the following key infrastructure components are required:

- Extension of the Mornington Peninsula Transport Corridor.

  Over time this could help create an alternative approach to traffic distribution on the Peninsula.

  It should include electronic signage indicating travel times and parking numbers.

  It should include bus/ pedestrian/ cycle opportunities.

- Restructuring of the Nepean Highway/ Point Nepean Road Transport Corridor

  The key objective of this corridor should not be to accommodate high speed through traffic movement.

  The corridor should be made a tourist attraction in its own right, increasing attraction for cyclists and pedestrians.

  The coastal environment should be integrated into the design and character of the Point Nepean Road.

- Consolidated parking stations for each of the activity nodes linked with ingress/ egress points on the proposed extension of the Mornington Peninsula Transport Corridor are required:

  These parking stations need to include public conveniences, integrated bus stops and logical pedestrian connections to activity nodes on the coast.

- Shuttle buses in peak periods are required as a tourist experience in their own right and as an inducement for modal shift.

  Buses should provide a frequent and effective service

  Interesting, safe, weather-protected stops are necessary, where possible integrated with parking areas.

- In terms of coast-side development and/ or enhancement the following continuing major infrastructure investments are important:

  Storm water drainage improvement at sewerage points.

  Campground upgrades including toilets, vegetation and fencing.

  Completion of the Bay Trail from Mornington to Point Nepean.

  Sewer Backlog Program.

  Mornington Peninsula Stormwater Management Plan.

3.3.3 DESIGN FOR DEVELOPMENT

The Design for Development strategic objectives are comprised of a number of sub-components. These introduce critical design elements to be considered when proposing any future development. It is important for these objectives to guide future management plans, urban design frameworks and structure plans to achieve integrated policy outcomes at a local and regional level.

Coastal Landscape

- The coastal character should be brought to the landside of thoroughfares, particularly the Point Nepean Road Corridor.
- Car parking should be carefully and appropriately designed when located on the coastal side. and must consider and comply with best practice accessibility design.
- Sites (preferably integrated) may need to be set aside for lease to the private sector to develop attractors to the coastal side
- 'Drop-off' points should be provided and integrated with high quality conveniences, weather cover and lockers to reduce dependence on cars as part of the coastal experience.
- High quality BBQ areas, weather cover, tables and user-pays heating are necessary to increase length of stay and propensity to explore the coastal strip.
- Highly connective pedestrian and cycle paths are essential for the entire length of the CAP area connecting to the landside at regular intervals (a maximum 1km).
- Emphasis needs to be given to precincts to develop, preserve and highlight cultural and environmental values. This includes a significant improvement in interpretive signage and the retention and enhancement of landscape viewing opportunities at selected car parking sites.

- Beachside activity nodes should be developed with no net loss in green space. For example, this can be achieved by using existing structures or redesigning car-parking areas to compensate for any loss of green space.
- Power lines on Point Nepean Road should be under grounded to improve visual amenity.

Integrated Landscape/ Urban Design

- A new approach to landscape/ design of the Point Nepean Road is necessary. This includes:

  Extending coastal landscaping into the road corridor where possible.

  Creating the corridor as a tourist node in its own right.

  Removing parking from road verges where practical and when alternative access arrangements are available

  Creating a significant number of safe crossing points (using 400m intervals, for example).

  Traffic calming/ road pavement reduction.

  Giving consideration to the reduction of connectivity for the length of the transport corridor to discourage 'cruising' the road as a recreational activity.

Activity Nodes

Significant new urban design initiatives are currently being implemented in the Dromana activity node. These include:

- Undergrounding of power.
- Bicycle lanes on Point Nepean Road.
- Retaining Point Nepean Road as a single lane in either direction.
- Redesigning foreshore car parking

Such new approaches to urban design are necessary to achieve a range of objectives for activity nodes. A range of these approaches is summarised in Figure 17. This includes maximum integration of the landside with the coast. Where possible this would include:

- Location of consolidated parking stations/ conveniences with strong connections/ pathways to the coast and integration with commercial node.
- Multiple access points to the coast (at 200m intervals).
- Reduced car parking on the coast where and when alternative inland parking is available or required.
- Landside/ coast connection to be safe and include appropriate weather cover and signage for day/ night usage.
- Focal point(s) in activity nodes which provide quality experiences and a strong emphasis on simple connections to the coast.
- Strong coastal landscape emphasis.
- Strong emphasis on encouraging development density in appropriate locations.
- Emphasis on walkability as the primary urban design principle.

- Creation of simple and strong links to the proposed extension of the Mornington Peninsula Transport Corridor.
- Strong connection to appropriate activity generators planned on the foreshore

3.3.4 INVESTMENT INITIATIVES

A long-term approach which creates a unique environment for the Peninsula will encourage long-term investment. This requires a transparent and simplified regulatory framework that can be provided as part of the implementation of the CAP. In particular this would lead to increased investment in attractors on the Peninsula, in both the coast side of the coastal road and the landside. Increasing the length of stay for day-trippers will increase expenditure per visit, again promoting local investment and employment through:

- New attractions on both the coast- and the landside that will generate new target markets, including accommodation for the growth in visitors, and new commercial facilities and services to meet the demand from the growing population and visitation.
- Public/ private partnerships for developing landside parking stations which could create new retail, commercial, and accommodation opportunities.

The management of the impacts and demand for new services and facilities brought about by this growth in population and visitation levels will also require an investment in social capital in the region.

Social capital is generated when communities and State/ local government agencies make informed decisions and manage change through their combined commitment, resources and skills.

Social capital requires community networks and partnerships to be established and maintained as well as a level of accepted community values. Trust also needs to be established. It then provides mechanisms whereby change can be positively managed.

Some of the potential outcomes when 'social capital' is recognised are:

- Strengthening the collective identity of the region.
- Strong links amongst like people or organisations.
- Shared futures.
- Community leadership.
- Recognition of cultural diversity.
- Increased formation of community groups.

4.0 COASTAL ACTION PLAN IMPLEMENTATION

4.1 OVERVIEW

This CAP will be successfully implemented with the co-ordination and commitment of a range of State government agencies, the Mornington Peninsula Shire and other stakeholders, all of whom have responsibilities and interests in the coast.

The role of this document is to provide direction for building common understanding between all stakeholders so that this vision for the Mt Eliza to Point Nepean coast becomes a reality.

Key agents involved in the implementation of the Coastal Action Plan include:

- **The community** is a principal stakeholder in the coast. Few of the outcomes and actions identified in this CAP are achievable without community support. Community ownership is encouraged through involvement in decision-making processes and participation in programs such as Coast Action and Coastcare.
- **State Government Departments and Agencies** will continue to develop and set statewide policy and strategic directions for natural resource management and planning decisions. State Environment Protection Policies (SEPPs) prepared under the *Environment Protection Act 1970* will provide the leadership and the legal and statutory basis for improvements to water quality in the marine environment.
- **The Central Coastal Board** has a responsibility to co-ordinate the implementation of this CAP and to work with other responsible agencies to assess their progress towards implementation. The Central Coastal Board will continue to provide direction and advice on coastal development and management issues in the region.
- **Delegated managers** such as the Department of Sustainability and Environment (DSE), the Department of Primary Industries (DPI), Parks Victoria and Committees of Management provide a valued and important role in managing coastal reserves and the bay. Their continued role in providing a link to the community and opportunities for individuals to be involved in coastal management and planning is vital to achieving the vision for the coast.
- **The Mornington Peninsula Shire Council** will play a major role in implementing this CAP primarily through applying the planning principles outlined to coastal planning. This includes the development of their *Municipal Strategic Statement* and the administration of the *Mornington Peninsula Planning Scheme*. The Council also acts as the Committee of Management for many coastal reserves and provides infrastructure to enhance conservation, recreation, business and tourism objectives along the coast.
- **The Commonwealth Government** will continue to co-ordinate and develop national policy and funding under the various programs in partnership with the States and Territories.
- **Statutory authorities and key advisory bodies,** such as the Port Phillip and Westernport Catchment Management Authority and Water Authorities, will be responsible for co-ordinating many of the actions in this CAP relating to catchment and waterway management and recreational boating. Advisory bodies will also co-ordinate their respective stakeholders and provide input on coastal and marine issues on behalf of these stakeholders.

4.2 KEY ISSUES FOR IMPLEMENTATION

4.2.1 CO-ORDINATION AND LEADERSHIP

Whilst this CAP seeks to provide leadership and ensure co-ordination of action across the coast from Mt Eliza to Point Nepean, implementation will be achieved through the actions and responsibilities of agencies and groups, guided to a large extent by existing statutory mechanisms and State Government policies. The key policy in this context is of course the Victorian Coastal Strategy (VCS). This CAP interprets and applies the VCS to this section of coast through the identification of planning units, the nomination of activity nodes and refinement of the "coastal dependency" (see section 4.2.2) test for new developments.

The range of agencies and authorities with responsibility for providing infrastructure and facilities reinforces the need for co-ordination in delivering on the infrastructure and facilities required (See Appendix 1).

Much of this CAP is about providing clear direction for the coast and improving existing systems and processes for which resources are already allocated. The intended outcome is the better co-ordination of planning initiatives as well as capital expenditure on new assets and infrastructure by the key government agencies and management committees. The result will be better targeting of resources committed to works on the coast. One of the keys to successful implementation of this CAP is the commitment of all stakeholders and the effective and efficient use of available resources, including funds.

4.2.2 WHAT IS APPROPRIATE DEVELOPMENT

Coastal land is a community resource highly valued by all. The appropriateness of development on the coast has been circumscribed by the concept of coastal dependency since the introduction of the Victorian Coastal Strategy. The challenge of balancing the wide range of uses and demands on the coast covered by this CAP is addressed in a number of ways and specifically the concept of coastal dependency is refined accordingly.

The CAP proposes a planning unit framework and proposes models for the structure of the planning units and activity nodes. Secondly it proposes a series of programs and projects that will lead to enhanced performance in biodiversity protection concurrently with an increase in public use and enjoyment of the coast. The CAP uses the concepts of demand management and risk management to identify a series of priority actions necessary for effective implementation. This includes a priority order for the preparation of coastal management plans.

This CAP and the management and structure plans that flow from it will describe the development needs and potentials at specific locations.

To assist land mangers and the community undertake this challenge the *Victorian Coastal Strategy 2002* (VCS) (prepared by the Victorian Coastal Council and adopted by the Victorian State Government) establishes a hierarchy of 4 principles to guide the decision making process:

1. **Provide** for the protection of significant environmental features on the coast;
2. **Ensure** sustainable use of natural coastal resources;

3. **Undertake** integrated planning and provide direction for the future; and

When the above principles have been met,

4. **Facilitate** *suitable development* on the coast within *existing modified and resilient environments* where the demand for services is evident and requires management.

This CAP adds the further consideration of 'net community benefit'. This concept provides a policy basis for transparent decision making about the form, scale and mix of development on the coast. The following criteria should be applied:

- 'Avoiding the construction of additional structures on the foreshore except where substantial net benefits to the community and/or coastal environment are clearly demonstrated'
- 'Coastal development is designed and constructed in a manner which respects and enhances the coastal environment and the experience of enjoyment of the coast by the community'
- 'Maintain public access and enjoyment of the coast'
- 'Limit the number of structures within foreshore areas to those that meet demonstrated community needs'
- 'Applying a sustainability approach to decision making to ensure that environmental effects of both the construction and operation of a proposed development are assessed as part of the approval process'

4.2.3 BUDGETING

Funding for various aspects of this CAP will continue to be established through annual budget processes. There is additional scope for private sector, State, Commonwealth and local government investment, particularly in infrastructure development on the coast.

For example, the Mornington Peninsula Shire Council expends a total budget of around $500,000 per year on foreshore areas where it has Committee of Management responsibilities.

An initial assessment of funding allocated to the coast from the Shire, DSE, DPI, VicRoads and Committees of Management indicated that with better co-ordination of expenditure and strategic intent more value per dollar could be achieved for the community. A program budgeting mechanism could be used as a strategic management device to assist in co-ordinating activities and expenditure in the priority areas. It will assist government agencies, Mornington Peninsula Shire and other bodies in making decisions on funding infrastructure projects, undertaking studies, policy making and other initiatives.

This budget would provide an indication of the type of infrastructure, the funding sources and timing as to when the infrastructure or facility was required and delivered. The budget should be framed under economic, social and environmental and policy/ strategy initiatives.

The proposed approach to developing a program budget approach could be framed as follows:

- Set budget period – financial year.
- Provide initial preliminary budget information.
- Agree on Preliminary budget involving:
  - Identifying agency priorities.
  - Assessing against CAP requirements.

Negotiating/ consulting with agencies. (Including identifying possible grant funding sources)

Agreeing on budget bid.

Seeking grant funding and opportunities for leveraging existing program funds.

- Agencies to make internal (within State/ local government) bids for funding.
- Agencies to report back on outcome of budget bids.
- Revise project priorities in light of budget allocations.

In order to give effect to this approach, there are three key implementation areas:

- Management
- Policy
- Infrastructure.

4.2.4 ROLES AND RESPONSIBILITIES

A co-ordinating group (Steering Committee) should be formed to facilitate the preparation of the annual implementation program and to set core environmental, social and economic indicators for the coastal environment. It is recommended the Steering Committee approach be taken to manage the CAP for a three to five year period. This is critical if detailed planning is to occur both in an integrated and strategic manner. In terms of a process transition the proposed Steering Committee would be auspiced by the Central Coastal Board.

The terms of reference for such a Committee could include:

- Co-ordination and prioritisation of planning activities such as structure planning for activity nodes, Foreshore Management Plans.
- Development of a broad coastal budget, identifying priority infrastructure and asset investment.
- Co-ordination of applications for grant funding for infrastructure and improvement works.
- Review of foreshore regulations to facilitate a consistent approach.
- Assistance in the preparation and review of specifications for management plans within the CAP area.
- Education and raising community awareness of the CAP's recommendations.
- Providing advice to authorities and agencies such as the Central Coastal Board on coastal planning issues.

Potential membership of the Committee could include representation from the Central Coastal Board, Mornington Peninsula Shire, Foreshore Committees of Management, Chamber of Commerce, Indigenous Community, VicRoads, Department of Sustainability and Environment, Department of Primary Industries, Port Phillip and Westernport Catchment Management Authority, Parks Victoria and at least three representatives from the Mornington Peninsula Shire community.

The first stage of CAP implementation is focused on detailed precinct planning, agency co-ordination, policy change and further negotiation in relation to major infrastructure provision.

4.2.5 IMPLEMENTATION PRIORITIES

To facilitate effective implementation of the CAP four immediate priorities are recommended and discussed below:

- Reviewing the *Municipal Strategic Statement* to reflect the intent of the CAP including a review of existing zones.
- Initiating Structure Planning processes for activity nodes and recreation nodes including identifying node boundaries and identifying the extent of sensitive areas.
- Manage existing and approved boating facilities in line with the *Victorian Coastal Strategy and any Regional Boating Coastal Action Plan.*
- Undertaking Coastal Management Plans for those areas currently lacking such a plan.

It is recommended that detailed planning scheme amendments and management plan outcomes be dealt with as detailed planning occurs.

Mornington Peninsula Planning Scheme/Municipal Strategic Statement

The *Mornington Peninsula Planning Scheme* should be reviewed and appropriate planning scheme amendments prepared to:

- Make reference to the Mt Eliza to Point Nepean Coastal Action Plan as either an incorporated document or a reference document in the Planning Scheme to:

  Include Figures 16 and 17 Coastal Action Plan Components as a policy direction for access arrangements to the Mornington Peninsula (Port Phillip) coastal areas.

  Identify the activity nodes, recreation nodes and sensitive areas along the coast.

Structure Planning Processes

Planning Unit Framework

The CAP provides a framework within which detailed structure plans, management plans, infrastructure plans and policies can be developed. Map 5 defines Planning Units as a guide to detailed planning rather than a prescriptive approach to precinct boundaries. It is possible that as detailed planning occurs both the number and boundary of units will change. Some are focussed on foreshore areas, others are predicated around activity nodes.

It should be noted that as part of the detailed planning approach a significant number of plans and policies apply to and would influence each planning unit. Given the range and quality of the work undertaken in existing plans and policies, such as the *Stormwater Plan* and Management Plans, each should be reviewed as part of the detailed planning unit approach.

The Planning Units have been defined based on:

- Physical Characteristics
- Location of activity nodes
- Existing role/ function

Structure Planning Approach

It should be noted that design principles adopted at Mt Eliza and those currently being implemented at Dromana are consistent with the approach being taken by the CAP.

Structure plans, management plans, urban design framework and road and traffic management plans should be prepared based on the planning unit framework outlined above.

Traffic and Parking

An important element in the planning for the activity nodes is the issue of traffic movement and vehicle parking. It is proposed that as part of the structure planning work, that local traffic management plans be prepared together with parking strategies. Such plans must address existing and future parking needs and be formulated having regard to the practicality and affordability of recommended options.

Local Traffic Management Plans

Traffic management plans will aim to minimise how traffic impacts on people's enjoyment of the coast. This can be done through a range of methods including the development of 'park and ride' schemes, township bypasses and redesigning and improving car parking on foreshore land.

Parking Strategies

Parking Strategies will include an audit of existing car parking, identifying new car parking locations, addressing traffic movement and safety issues, and the reduction of car parking on the foreshore if and when new car parking facilities are provided on the landside.

Coastal Management Plans

There are existing plans that identify management arrangements and provide guidance on possible development of coastal foreshore areas along most of the Mt Eliza to Point Nepean Coast. Further detail is provided in Map 6 and Appendix 4. As part of the implementation of the CAP, these plans should be reviewed for consistency with the directions outlined in the CAP.

However, there are several areas where no Foreshore Management Plans exist. These are considered priority areas for the initiation of Management Plans. An initial review proposes the following order of priority:

- Mt Eliza Foreshore
- Portsea
- Mornington
- Mt Martha.

Each of the existing Foreshore Management Plans is required to be reviewed periodically. At the time of review, the management plan should be updated to be consistent with the CAP. Existing plans include:

- White Cliffs to Camerons Bight Foreshore Management Plan (July 2000)
  - Tyrone Foreshore Reserve.
  - Blairgowrie Foreshore Reserve.
  - Sorrento Foreshore Reserve (part).
- Sorrento Foreshore Reserve Master Plan (April 2002)
  - The Sorrento foreshore area between Camerons Bight and St Aubins Way, west of Sorrento Park.
- Rye Beach Foreshore Reserve Master Plan (April 2002).

The Rye Beach foreshore area between Government Road and Whitecliffs.

- Dromana Foreshore Reserve Management and Business Plan (June 1999).

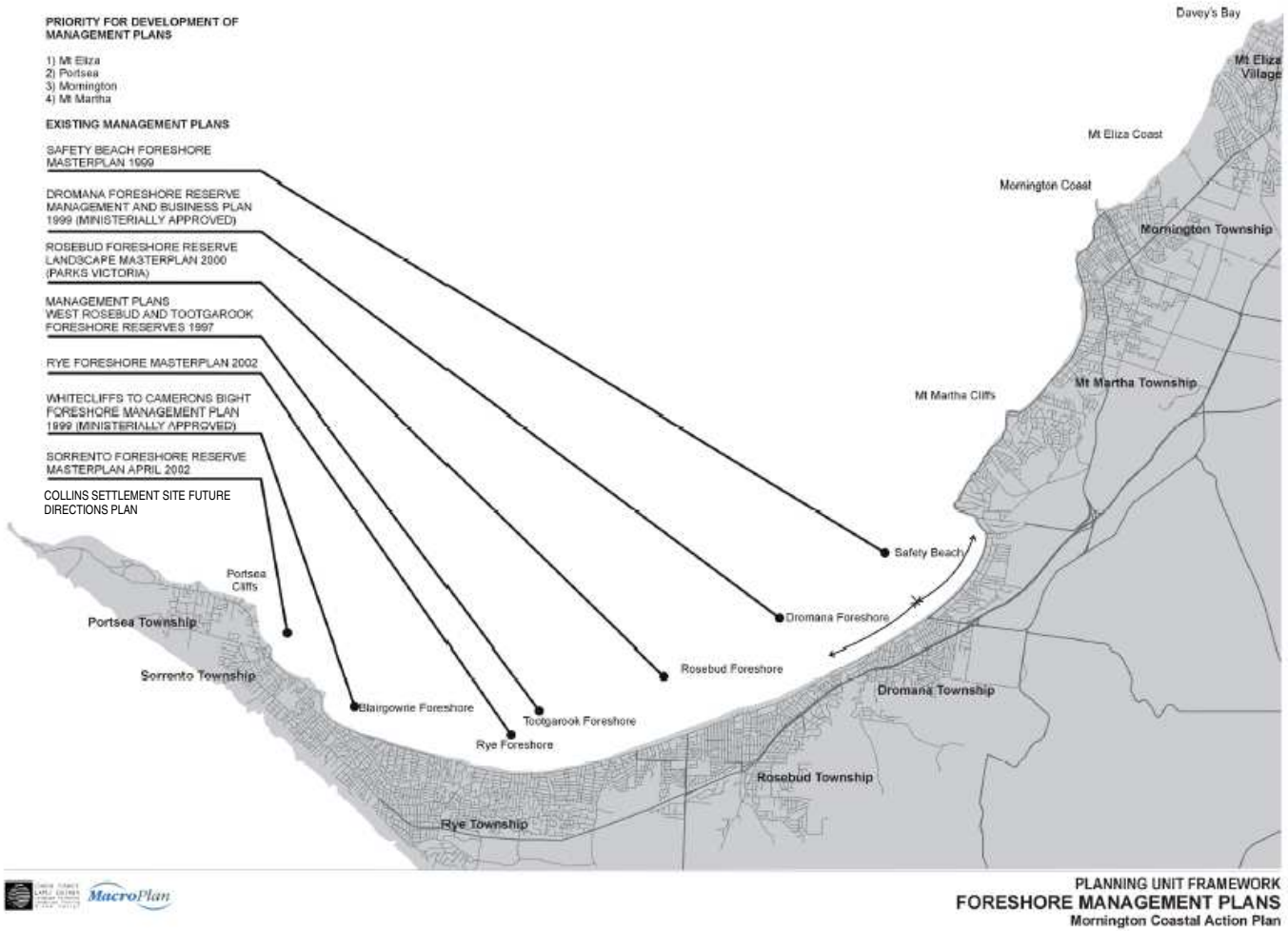
  The Dromana Foreshore Reserve.

- Rosebud Foreshore Reserve Landscape Master Plan (2000).
- Mornington Peninsula National Park Management Plan (May 1998).
- Frankston to Mt Martha – Coastal Processes and Strategic Coastal Plan (November 1996).
- Collins Settlement Site Future Directions Management Plan (2002).

  Collins Settlement historic reserve at Sorrento.

A management plan is currently being prepared (2003) for the Port Phillip Heads Marine National Park.

Map 3. Foreshore Management Plans



4.2.6 INFRASTRUCTURE

In the **short-term,** infrastructure expenditure should be focused on:

- Upgrading toilet facilities in camping grounds, vegetation and fencing.
- The continued implementation of the *Rosebud Foreshore Reserve Landscape Master Plan*
- Rye Activity Node urban design improvements.
- The continuation of existing infrastructure programs, such as:

  The Sewer Backlog Program.

  The *Mornington Peninsula Stormwater Management Plan*, including stormwater drainage improvements at sewerage points.
- The continued implementation of the program to connect foreshore facilities to the sewerage system.

The **second stage** of implementation is focused on commitment to long-term investment and development. This should include:

- Detailed consideration of the staging of extensions to the Inland Route and assessment of opportunities to redistribute the traffic.
- Detailed design and costing for Point Nepean Road redesign.
- Staged reduction in foreshore parking as and when appropriate in conjunction with the provision of new or consolidated parking on the landside
- Remote parking (inland) therefore should be explored and its use encouraged.
- Detailed design of the Bay Trail from Mornington to Point Nepean.
- Prepare and implement required management plans.

Infrastructure and buildings are required in coastal areas to provide for visitor safety and amenity. These include toilet blocks, life saving clubs, visitor centres, recreational infrastructure and maritime-related industry. Commercial facilities also exist providing food and other services. Historically the coast has provided space for a range of community facilities not necessarily dependent a coastal location. New structures in coastal reserves should be sensitively sited to minimise visual and ecological impact. Plans for new structures should address the "net gain" requirements of the *Native Vegetation Management Policy* and must demonstrate that there will be a net community benefit when assessed against the principles of ecological sustainable development (ESD). Priorities are

- Where appropriate and practical, existing structures should be consolidated, redesigned, resited or landscaped to minimise visual and ecological impacts.
- Consolidated/ integrated car parking in activity nodes.
- Public transport provided between nodes.
- Investigation of the potential for major car parking opportunities off the coastal strip as part of detailed structure or traffic management planning.
- Integrate public transport with car parking and activity attractors.

Specific initiatives that could be undertaken in relation to car parking provision are:

- Staged reduction in foreshore parking as and when appropriate in conjunction with the provision of new or consolidated parking on the landside or in Activity Nodes as appropriate.
- Undertaking an audit of existing car parking in each of the activity nodes as part of a detailed management plan.

- Addressing traffic movement and safety issues in the structure planning for each activity node to ensure that the location of parking areas provides for maximum convenience and pedestrian safety.

4.3 SPECIFIC PROJECTS

The following section provides further detail in relation to key project initiatives in terms of:

- Program elements.
- Key decision-making issues.
- Decision-making and implementation processes.

The program is indicative and is followed by a guide to using the CAP which is intended to maximise understanding and use of the document. The specific projects identified bring together the CAP Principles and Strategic Objectives in the form of an action program.

ACCESS MANAGEMENT

4.3.1 TRANSPORT ROUTES

Inland Transit Corridor Plan

Project Description

Preparation of an innovative plan which caters for all travel modes, controls peaks where possible through travel and parking information, and hosts 'park and ride' public transport connections.

- Key Stakeholder:

  VicRoads.
- Support Stakeholders:

  The Mornington Peninsula Shire Council.

  Department of Primary Industry.

  Department of Sustainability and Environment.

  Portsea Passenger Services.

Key Decision Making Issues

- Impact of the extension of the Mitcham/ Frankston Freeway and the extension of other arterial roads.
- Continued growth of the South Eastern Corridor residential area.
- *Melbourne 2030*.
- *Municipal Strategic Statement*.
- Environmental impacts.
- Long-term traffic forecasts and congestion on Point Nepean Road.
- Community attitudes and behaviours regarding transport, parking and vehicle use.

Implementation options/ processes

- Continuation of reservation.
- Specification of transit corridor components.
- Specification of transit corridor development timing.
- Amendment to *Municipal Strategic Statement*.

4.3.2 POINT NEPEAN ROAD PLAN/ LANDSCAPE MASTER PLAN

Project Description

This plan will aim to reduce the visual and walking division created by the Point Nepean Road between the land and waterside of the Peninsula. It will include traffic calming and other safety devices as well as comprehensive landscaping plans for the Point Nepean Road reservation.

- Key Stakeholders:
  - VicRoads
  - The Mornington Peninsula Shire Council.
- Other stakeholders:
  - Department of Primary Industry.
  - Department of Sustainability and Environment.
  - Land Managers.

Key Decision Making Issues

- Timing of development of Inland Transit Route.
- Economic benefit for Activity Nodes.
- Amenity for residents.
- Re-planning of Activity Nodes to accommodate visitors and maximise economic value per trip to the Peninsula.
- Capital expenditure, budget and timing.

Implementation options/ processes

- Setting of agreed objectives for the performance of Point Nepean Road in terms of:
  - Access.
  - Environmental objectives.
  - Social objectives.
  - Economic considerations.
- Setting agreed responsibilities between VicRoads, Mornington Peninsula Shire Council and Department of Sustainability and Environment
- Developing structure plans for Activity Nodes which effectively link landside and waterside.
- Capital expenditure budget and project plan.
- Undergrounding of power lines.

4.3.3 ACTIVITY NODES

Project Description

Structure plans, management plans, urban design frameworks and road and traffic management plans should be prepared for activity nodes based on the planning unit framework outlined in Map 4. Major activity nodes are the Major Activity Centres identified in *Melbourne 2030* – Mornington and Rosebud, for example. The implementation of *Melbourne 2030 – Planning for Sustainable Growth* also requires that structure plans be prepared for each of the Major Activity Centres.

The other activity nodes identified are:

- Mt Martha, Dromana, Rye, Sorrento and Portsea. Safety Beach could become a future activity node.
- Key Stakeholders:

  The Mornington Peninsula Shire Council.

  Department of Sustainability and Environment.

  VicRoads.
- Other stakeholders:

  Foreshore management committees.

  The Central Coastal Board.

Key Decision-Making Issues

- Provision of facilities and infrastructure that meets the social, economic and environmental needs of the community including development and uses not necessarily dependent on a coastal location but which provide a net community benefit.
- Economic competitiveness and viability of activity nodes.
- Increased range of facilities attractive to visitors.
- Reduced foreshore car parking where consolidated parking stations are provided.
- Landside/ coast connection to be safe and include appropriate weather cover and signage for day/ night usage.
- Focal point(s) in activity nodes which provide quality experiences and a strong emphasis on simple connections to the coast.
- Strong coastal landscape emphasis. Activity node planning should include review of and integration with Foreshore Management Plans.
- Strong emphasis on encouraging development density in appropriate locations.
- Emphasis on walkability as the primary urban design principle.
- Strong connection to activity generators planned on the coastside.
- Ensuring the individual identity of each activity node is protected and enhanced through applying design principles which consistently fit the individual activity node's character.

Implementation options/ processes

- Urban Design Framework Plans/ Structure Plans

  Identify built form guidelines,

  Landscape

  Pedestrian and cycle linkages.
- Local Traffic Management Plans

Traffic management plans will aim to minimise traffic impacts on resident and visitor enjoyment of the coast. These plans will consider the development of 'park and ride' schemes, township bypasses and the extent and distribution of car parking on foreshore land.

- Parking Strategies

  Parking strategies will include an audit of existing car parking, identifying new car parking locations, addressing traffic movement and safety issues, and the staged reduction in foreshore parking as and when appropriate in conjunction with the provision of new or consolidated parking on the landside.

4.3.4 PARKING STATIONS

Project Description

The development of parking stations at designated activity nodes. These are to include:

- Review parking areas on the foreshore to reduce the landscape and environmental impacts associated with the provision of parking.
- Provision for the parking requirements for activity nodes.
- Direct connection to beach.
- Integrated bus pickup/ drop off.
- Public toilets.
- Key Stakeholders:

  The Mornington Peninsula Shire Council.

  VicRoads.

  Department of Sustainability and Environment.
- Other stakeholders:

  Trader groups.

Key Decision-Making Issues

- Financial feasibility.
- Grants from the State and Federal Governments.
- Benefits to activity nodes.
- Potential to integrate with activity nodes.
- Potential for direct link to beach.
- Community attitudes and behaviours related to transport, parking and vehicle use

Implementation options/ processes

- Structure plans/ urban design frameworks for activity nodes.
- Feasibility study/ potential for Public/ Private Partnerships.
- Potential to part-fund from Special Rate.

4.3.5 PUBLIC TRANSPORT

Project Description

Assess and if appropriate pursue the provision of a shuttle bus at peak periods with the intention to significantly improve public transport links on a year-round basis. Explore 'Park and ride' potential at summer peaks from inland route.

- Key Stakeholders:

  State Government Public Transport Agency

  The Mornington Peninsula Shire Council

  VicRoads

  Department of Sustainability and Environment.

- Other stakeholders:

  Community Groups.

Key Decision-Making Issues

- Desire to modify access to beach for visitors.
- Need for public transport.
- Desire not to cater for peak periods by extending parking/ road width.

Implementation options/ processes

- Assessment of requirements to be met to qualify for public transport extension.
- Initial shuttle bus demonstration project at peak periods with designated pick-up/ drop-off points.

4.3.6 CYCLE PATHS/ WALKWAYS

Project Description

The re-definition of coastal access to give priority to walkers and cyclists. This means a major extension of the cycle pathway network and its support infrastructure for access to the coast, together with significant traffic calming measures and lighting for pedestrians.

- Key Stakeholders:

  The Mornington Peninsula Shire Council.

  VicRoads.

  Department of Sustainability and Environment

- Other stakeholders:

  Crown Land Managers.

  Parks Victoria

Key Decision-Making Issues

- Priority coastal access for pedestrians and cyclists.
- Safe pathways.

- Provision of support infrastructure.

Implementation options/ processes

- Preparation of a detailed cycle and pedestrian strategy.

4.3.7 INTEGRATED FORESHORE DROP-OFF POINTS

Project Description

The design and construction of drop-off points on the coast side. These are to include toilets, showers, lockers, cover and potentially a covered walkway to BBQ/ seating and/ or restaurant/ kiosk. These are to be provided in the context of net gain to the coastal reserve when developed.

- Key Stakeholders:

  The Mornington Peninsula Shire Council.

  Department of Sustainability and Environment.

  Crown Land Managers.

  VicRoads.
- Other stakeholders:

  Special needs groups.

Key Decision Making Issues

- Assessment of net gain.
- Design of infrastructure to generate all weather visitation.
- Ability to modify community behaviours.
- Inclusion of commercial facilities to promote safety, service and a focal point.

Implementation options/ processes

- Preparation of alternative designs.
- Integration into structure plan/ urban design framework approach for activity nodes.

4.4 Design for Development

4.4.1 Foreshore Car Parking Plan

Project Description

Assessment of car parking provision on the foreshore to redesign and improve foreshore parking and minimise visual and environmental/landscape impacts.

- Key Stakeholder:
  - Crown Land Managers.
  - The Mornington Peninsula Shire Council.
  - Department of Sustainability and Environment.
- Support Stakeholders:
  - Facility Managers.
  - Facility Users.

Key Decision-Making Issues

- Desire to implement net gain policy on the foreshore.
- Desire to modify community behaviour in relation to accessing the beach.

Implementation options/ processes

- Preparation of plan and implementation by Crown Land Managers.

4.4.2 Rationalisation and Re-Orientation of Sites Leased to Private Sector and Not-For-Profit Organisations

Project Description

The establishment of a database of leases and lease requirements and the introduction of a 'significant community benefit' test in the renewal of leases and other occupancy agreements. All leases to be re-negotiated to reflect sustainability and biodiversity principles.

- Key Stakeholders:
  - The Mornington Peninsula Shire Council.
  - Department of Sustainability and Environment.
  - Crown Land Managers.
- Support Stakeholders:
  - Facility Managers.
  - Facility Users.

Key Decision-Making Issues

- Introduction of new principles to drive long-term occupancy in coastal locations.

Implementation options/ processes

- Preparation of comprehensive occupancy database.
- Assessment of occupancy requirements.

4.4.3 FORESHORE MANAGEMENT PLAN DESIGN GUIDELINES

Project Description

Preparation of 'whole of Peninsula' design guidelines to create a consistent framework for new/ updated Foreshore Management Plans.

- Key Stakeholders:
  - The Mornington Peninsula Shire Council.
  - Department of Sustainability and Environment.
  - Crown Land Managers.
- Other stakeholders:
  - Community Groups.

Key Decision-Making Issues

- Consistency and interface with Activity Node urban design/ structure plan elements.

Implementation Options/ Processes and Decision-Making Process

- Preparation of Design Guidelines and inclusion with all Foreshore Management Plan briefs.

4.4.4 ENVIRONMENTAL AND CULTURAL DEVELOPMENT GUIDELINES FOR MANAGEMENT PLANS

Project Description

The guidelines are proposed to include a 'whole of Peninsula' approach to:

- Visual amenity.
- Aboriginal and European culture.
- Priority flora and fauna management.
- Key Stakeholders:
  - Department of Sustainability and Environment.
  - The Mornington Peninsula Shire Council.
  - VicRoads.
  - Aboriginal Affairs Victoria.
  - Heritage Victoria.
- Other stakeholders:

Crown Land Managers.

Wide range of community and stakeholder groups.

Key Decision-Making Issues

- Setting clear objectives and study parameters.
- Priority actions and trade-offs to meet CAP objectives.
- Integration within the broader CAP context.
- Funding/ implementation agencies.

Implementation Options/ Processes and Decision-Making Process

- Guidelines should be inputs into Foreshore Management Plans, Urban Design Frameworks and Structure Plans.

4.4.5 BOATING INFRASTRUCTURE

Project Description

Recognise that there are likely to be changes in boating infrastructure requirements in the CAP area. A strategy is necessary in the context of the VCS to develop local priorities.

- Key Stakeholders:

  The Central Coastal Board.

  The Mornington Peninsula Shire Council.

  Department of Sustainability and Environment.

  Marine Safety Victoria.

Key Decision- Making Issues

- Assessment of demand in the context of CAP parameters.

Implementation Options/ Processes and Decision-Making Process

- Preparation of strategy.

4.4.6 RECREATIONAL BOATING STRATEGY

Project Description

Development of a Local Recreational Boating Strategy which addresses long-term boating requirements in context of other relevant strategic documents.

- Key Stakeholders:

  The Central Coastal Board.

  The Mornington Peninsula Shire Council.

Department of Sustainability and Environment.

Marine Safety Victoria.

Foreshore managers

Recreational boaters

All beach users

Key Decision-Making Issues

- Setting clear objectives and study parameters.
- Priority actions and trade-offs to meet CAP objectives.
- Integration with the broader CAP context.
- Funding/ implementation agencies.

Implementation Options/ Processes and Decision-Making Process.

- Strategy should be an input into Foreshore Urban Design Frameworks and Structure Plans.
- Integration within the broader CAP context.

4.5 INVESTMENT INITIATIVES

4.5.1 PORT PHILLIP BAY COAST TOURISM PLAN

Project Description

Long-term plan to encourage investment in accommodation, convention and entertainment in Activity Nodes. Plan to include marketing approach to maximise economic value per visit.

- Key Stakeholders:

  The Mornington Peninsula Shire Council.

  Tourism Victoria.

- Other stakeholders:

  Local tourism groups.

  Tourism/commercial operators.

Key Decision-Making Issues

- Actions necessary to increase length of stay and spend per visit.

Implementation Options/ Processes and Decision-Making Process

- Preparation of a plan which can be implemented by local tourism groups, in conjunction with the CAP.

4.5.2 CAPITAL/ INVESTMENT STRATEGY AND PUBLIC/ PRIVATE PARTNERSHIPS

Project Description

Develop an Investment plan to identify opportunities for public/ private partnerships for such infrastructure as new car parks. Also, evaluation of the size of capital expenditure necessary to modify consumer behaviour to the 'park and ride' model.

- Key Stakeholders:

  The Mornington Peninsula Shire Council.

  Department of Sustainability and Environment.
- Other stakeholders:

  Department of Treasury and Finance.

Key Decision-Making Issues

- Cost and timing of capital investment.
- Source of capital investment.

Implementation Options/ Processes

- Preparation of a Capital Investment Business Plan.

4.5.3 SOCIAL CAPITAL PLAN/ COMMUNICATION STRATEGY

Project Description

The preparation of a plan that develops an approach to optimise social capital development. This plan should be derived from CAP strategy and implementation and should communicate these elements to relevant stakeholders. This includes communication capable of leading to modal shift.

- Key Stakeholders:

  The Mornington Peninsula Shire Council.

  Department of Sustainability and Environment.
- Other stakeholders:

  Community groups.

Key Decision-Making Issues

- Identification of key social capital benefits and implementation processes.
- Identification of critical communications channels.

Implementation Options/ Processes and Decision-Making Process

- Preparation of Social and Capital Plan and Communication Strategy.

5.0 EVALUATION AND MONITORING

5.1 MEASURING THE SUCCESS OF THE CAP

The principles of the CAP and the actions outlined in the implementation section are designed to ensure that the Mt Eliza to Point Nepean coast is managed to make the coast more attractive to residents and visitors, improve biodiversity of the coast and achieve sustainable development.

The following table (figure 18) details the performance indicators for monitoring the implementation of actions in the plan and their effectiveness in achieving the objectives of the plan.

The majority of the performance indicators should be measured in five years' time at the major review point for the CAP. This is considered to be an acceptable length of time to test the implementation and effectiveness of actions. Many of the proposed actions will take time to implement and to generate desired outcomes that can be measured.

The five-year review point is also a suitable time to review data collected. In some instances it will be necessary for the Mornington Peninsula Shire and the Central Coastal Board to ensure that data is collected and kept for future use.

Figure 18. Key Performance Indicators:

Note: It is assumed that for each of the indicators detailed below base data for 2002/ 2003 will be able to be accessed at the review point.

What is to be measured?	What is the desired goal?	What means are there to measure?	Who should collect the data?
Protection of Significant Environmental Features			
Net gain in areas of native vegetation.	Increase in native vegetation in sensitive areas.	Outcomes of negotiations for development of Activity Nodes.	The Mornington Peninsula Shire.
Water quality entering the Bay.	Increased quality of water, free of pollutants, excessive nutrient loads or excessive heat or cold.	Annual or bi-annual surveys Random checks.	EPA, DSE, DPI via the Marine and Freshwater Institute's surveys of wastewater outfalls. EPA checks on licensed users.
Sustainable Use of Natural Coastal Resources			
Management Plans are in place for Foreshore Reserves	Improved managed access to sensitive areas.	Approved Management Plans for Foreshore Reserves.	The Mornington Peninsula Shire and DSE. DPI through Committees of Management.
Number of sites formally identified as having cultural or natural significance.	Ensuring proper protection and potential interpretation of significant sites.	Monitoring of registers of Heritage Victoria, AAV and National Estate Register.	The Mornington Peninsula Shire's GIS system. Documentation on AAV register, Heritage Victoria and/ or Council heritage register. Collect as part of the 5-year review.

Direction for the Future			
Structure Plans for all Activity Nodes.	Approved Structure Plans identifying development and environmentally significant areas.	Structure Plans adopted by the Mornington Peninsula Shire.	The Mornington Peninsula Shire.
Mornington Peninsula Planning Scheme reflects the direction set out in the CAP.	Amendments to Planning Scheme to update *Municipal Strategic Statement* and other strategic documents.	*Mornington Peninsula Planning Scheme*.	The Mornington Peninsula Shire.
Suitable Development on the Coast			
Visitor expenditure/visitor nights.	Increased average visitor expenditure/visitor nights.	Visitor surveys.	The Mornington Peninsula Shire.
Density of development at Nodes.	Increased number of new businesses/ accommodation units within existing urban area.	Review of planning permit approvals by locality.	The Mornington Peninsula Shire.
Capital Expenditure.	Identify major projects to be funded.	Budget document.	Proposed Steering Committee.

APPENDICES

APPENDIX 1 STAKEHOLDERS

Community

Mornington Peninsula Shire Council

Central Coastal Board

Victorian Coastal Council

Parks Victoria

Environment Protection Authority (EPA)

Sustainable Environment Advisory Council (formerly Environment Conservation Council)

Fisheries Co-Management Council

Department of Sustainability and Environment (formerly the Department of Natural Resources & Environment)

Department of Primary Industries (formerly the Department of Natural Resources & Environment)

Port Phillip and Westernport Catchment Management Authority

Foreshore "Committees of Management" see below

Port of Melbourne Corporation

Private freehold landowners

Marine Safety Victoria

VicRoads

NB - "Committees of Management" include Municipal Councils, Department of Sustainability & Environment/ Department of Primary Industries, Parks Victoria, and locally appointed committees.

APPENDIX 2 GROUPS INVOLVED IN CONSULTATION

The following groups have been consulted or have submitted responses in relation to the Issues Paper and/ or the Triple Bottom Line Overview Paper:

- Nepean Conservation Group
- Peninsula Bird Observers Club
- Southern Peninsula Indigenous Flora and Fauna Association
- Mornington Environment Association
- Mt Eliza Association for Environmental Care (MEAFEC)
- Friends of Point Nepean
- Friends of the Rosebud Beach and Foreshore
- Port Phillip and Westernport Catchment and Land Protection Board (now Port Phillip and Westernport Catchment Management Authority)
- Safety Beach Foreshore Landscape Committee
- Mornington Peninsula Shire Council
- Mornington Yacht Club
- Royal Life Saving Club of Victoria
- National Trust of Australia (Victoria) – Mornington Peninsula Branch
- Dive Industry
- Parks Victoria
- VicRoads
- Department of Infrastructure (Now known as Department of Sustainability and Environment)

APPENDIX 3 TRIPLE BOTTOM LINE ANALYSIS

The CAP study methodology was as follows:

- Preparation of Issues Paper/ Public Consultation.
- Scenario Development/ Triple Bottom Line Assessment/ Public Consultation.
- Preferred Scenario/ Draft CAP/ Public Consultation.
- CAP Exhibition/ Finalisation

Accordingly, an assessment of the preferred scenarios for the CAP from an environmental, social, cultural and economic benefit has been undertaken. The scenario adopted would have 'Moderate Benefit' to the study area (see following table) and significant benefits would be experienced across all categories with major benefits including:

- Opportunity for water quality improvement.
- Increased vegetation (diversity and enhancement of natural environment through maintaining and protecting existing vegetation and conserving lower quality areas).
- Increased accessibility throughout nodes.
- Greater social participation and diversity.
- Increased employment.
- Improved community infrastructure investment.
- Better facility mix.
- Improved investment distribution and business opportunities.

The Triple Bottom Line (TBL) assessment technique was a rating of key benefits and costs on a scale of -5 to +5. The indicators calibrated were categorised as Environmental, Economic and Social/ Cultural. The consultants undertook an initial calibration and the results were modified by the Steering Committee. On the basis of public consultation, scores were further modified and a preferred scenario was developed to guide preparation of the CAP.

ENVIRONMENTAL

There are eight environmental indicators including:

Vegetation

- Exotic – increased management of foreshore areas and designated vegetation zones will reduce the prevalence of exotic species.
- Indigenous – review areas of camping; designation of vegetation zones should increase areas of foreshore regeneration for indigenous vegetation.

Erosion / Cliffs

- Greater identification of the carrying capacity of the coast should ensure management of access to sensitive areas and contained development – thereby preventing resultant negative impacts such as erosion.

Beach / Cultural

- Activity will be centered around nodes – reducing pressure on more sensitive areas of the beach and foreshore.

Water Quality

- Management of stormwater and concentration of beach activity at certain nodes will enable better management of water quality.

Fauna

- Designated vegetation nodes will ensure greater areas of habitat for indigenous fauna.

Visual / landscape Amenity

- Increased building height will reduce visual amenity in certain activity nodes. In other low activity zones, where the foreshore area is left undeveloped and camping is scaled back – visual and landscape amenity should be improved.

Energy Use

- Significantly increased activity, increased overnight stays and resident population will increase the demand for non-renewable energy.

Pollution Emission

- Increase in day-tripper numbers spread more widely across the year (at a lower rate) but a reduced reliance on vehicles and availability of public transport will prevent a significant increase in overall levels.

SOCIAL / CULTURAL

There are fourteen social and cultural indicators including:

Social Cohesion

- Even distribution of activity throughout the Peninsula.

Social-Economic Diversity

- With a greater mix of age groups than currently forecast and a greater mix of employment opportunities, the socio-economic diversity of the Peninsula is expected to increase.

Elderly Facilities

- Greater walkability and closer access to a greater range of facilities and retail opportunities at each activity note will improve access throughout the Peninsula without the reliance on vehicular transport.

Social Participation

- A significant increase in day-trippers and permanent residents will increase the demand for a variety of activities. It is likely there will be an increase in boating activity over and above the metropolitan average.

Public Safety

- Increasing activity around activity nodes will ensure greater activity and less probability of crime.

Housing Affordability

- A greater diversity in the supply of housing type can be facilitated by relaxing building height limits.

Pedestrian Accidents

- Increased walkability and reduction in car movements around activity nodes will reduce the opportunity for conflict with pedestrians.

Traffic Conflict

- Reduced reliance on cars and greater walkability should decrease the level of traffic conflict and resultant pollutant emissions.

Certainty for Stakeholders

- A greater diversity in visitors, permanent residents, business opportunities and market diversity will facilitate a more economically, environmentally and culturally sustainable environment for stakeholders.

Holiday Affordability

- While non-viable camping areas will be scaled back and removed, the range of overnight accommodation will be increased but based on rental homes and motel accommodation.

Indigenous Sites

- The preservation of indigenous sites will be facilitated through the designation of low activity areas.

European Sites

- Increased visitation will be facilitated by increased tourist activity throughout the year.

Festivals/ Community Activity

- Community activity and festivals will be distributed across all activity nodes.

Mix of Activity – Passive and Active

- The accommodation of the maximum number of people with fewest vehicular movements will facilitate activities both passive and active on the beach and in the hinterland. Activity will be distributed across all activity nodes.

ECONOMIC

There are ten economic indicators including:

Public Transport

- Public transport improvement and the resultant reduced reliance on car-based transport would be facilitated in line with creating greater linkages between the activity nodes. Opportunities will exist for water- and land-based public transport.

Employment

- A greater diversity of tourism facilities and activities throughout the year, as well as a diverse retail mix and economic generation will facilitate employment creation.

Community Infrastructure Investment

- Amount of investment in coastal walks and other recreational infrastructure.

Facility Mix

- A variety of facilities defining the character of each activity node could be developed. Facilities would be developed in areas with development potential.

Accessibility

- Upgrade in local road infrastructure, arterial infrastructure and the Mitcham/ Frankston Freeway transport link. Increased linkages between foreshore and hinterland. Range of visitor facilities and activity at strategic points will distribute peak demand.

State-wide Role

- The number of day-trippers traveling to the Peninsula will increase but the model will facilitate new movement patterns and physical development – it would require a major public/ private initiative such as at Safety Beach.

Vehicle Accidents

- Reduced vehicle movements in activity nodes through the encouragement of walkability would reduce the probability of vehicle accidents.

Business Opportunities

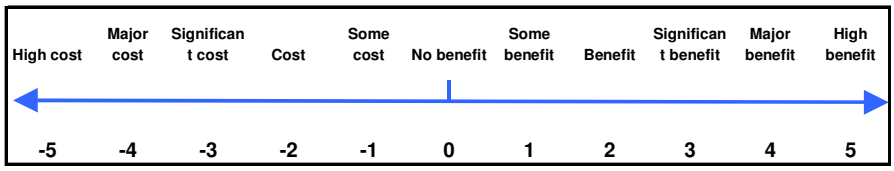
- A more diverse tourism market, resident population and developed activity nodes would facilitate a greater range of business opportunities than are currently available.

Financial Viability of Foreshore Committees

- The management structure could be redesigned to facilitate management on a precinct-by-precinct basis – where Council takes on a financial responsibility and oversees village committees. Increased revenue would be enabled through the implementation of fees for car parking.

COSTS/ BENEFITS			assumptions	rating
INDICATORS				
Environmental				
	Vegetation	Exotic	Increased management of foreshore areas and designated vegetation zones will reduce the prevalence of exotic species.	2
		Indigenous	Rationalised areas of camping and the designation of vegetation zones should increase areas of foreshore regeneration for indigenous vegetation.	2
	Erosion/ cliffs		Greater identification of the carrying capacity of the coast should ensure management of access to sensitive areas and contained development - thereby preventing resultant negative impacts such as erosion.	1
	Beach/ cultural		Activity will be centred around nodes - reducing pressure on more sensitive areas of beach and foreshore.	2
	Water quality		Management of stormwater and concentration of beach activity at certain nodes will enable better management of water quality.	2
	Fauna		Designated vegetation nodes will ensure greater areas of habitat for indigenous fauna.	1
	Visual/ landscape amenity		Increased building height will reduce visual amenity in certain activity nodes. In other low activity zones, where the foreshore area is left undeveloped and camping is scaled back - visual and landscape amenity should be improved.	-1
	Energy use		Significantly increased activity, increased over night stays and resident population will increase the demand for non-renewable energy.	-2
	Pollution Emission		Increase day tripper peak increased across the year (at a lower rate) but a reduced reliance on vehicles and availability of public transport will prevent a significant increase in overall levels of pollutant emissions.	1
Social/ Cultural				
	Social cohesion		Even distribution of activity throughout the Peninsula with increased night stays particularly in areas with less tourism (e.g. northern areas) to combine to mix with the predicted 85% resident population i.e. a greater mix of age groups in the resident population than currently forecast.	1
	Socio-economic diversity		With a greater mix of age groups than currently forecast and a greater mix of employment opportunities, the socio-economic diversity of the Peninsula is expected to increase.	2
	Elderly facilities/ access		Greater walkability and closer access to a greater range of facilities and retail opportunities at each activity note will improve access throughout the Peninsula without the reliance on vehicular transport.	2
	Social participation		A significant increase in day trippers and permanent residents will increase the demand for a variety of activities. It is likely there will be an increase in boating activity, over and above the metro average, due to the increasing age of the population - in line with general trends forcast for recreational boating.	2
	Public safety		Increasing activity around activity nodes will ensure greater activity and less probability of crime.	1
	Housing affordability		A greater diversity in the supply of housing type can be facilitated by relaxing building height limits - this could enable a greater range in house prices.	1
	Pedestrian accidents		Increased walkability and reduction in car movements around activity nodes will reduce the opportunity for conflict with pedestrians.	1
	Traffic conflict		Reduced reliance on cars and greater walkability should decrease the level of traffic conflict and resultant pollutant emissions.	2
	Certainty for stakeholders		A greater diversity in visitors, permanent residents, business opportunities and market diversity will facilitate a more economically, environmentally and culturally sustainable locality.	2
	Holiday affordability		While non-viable camping areas will be scaled back and removed, the range of overnight accommodation would be increased but based on rental homes and motel accommodation.	-2
	Indigenous sites		Preservation of indigenous sites would be facilitated through the designation of low activity areas.	1

COSTS/ BENEFITS		assumptions	rating
INDICATORS			
	European sites	Increased visitation would be facilitated through increased tourist activity throughout the year.	2
	Festivals/ community activity	Community activity and festivals will be distributed across all activity nodes.	2
	Mix of activity - passive and active	Accommodation of the maximum number of people with fewest vehicular movements will facilitate activities both passive and active on the beach and in the hinterland. Activity will be distributed across all activity nodes.	3
Economic			
	Public transport	Public transport improvement and the resultant reduced reliance on car based transport would be facilitated in line with creating greater linkages between the activity nodes. Opportunities will exist for water and land based public transport.	3
	Employment	A greater diversity of tourism facilities and activities throughout the year, retail mix and economic generation would facilitate employment creation.	4
	Community infrastructure investment	Rationalisation of boat moorings - the potential to make it more exclusive and more environmentally appealing. Greater investment in coastal walks Greater investment in pedestrian infrastructure Significant increase in 'natural' areas with pedestrian/ cycle/ transport links to activity nodes Community infrastructure investment will encourage visitors to 'stay longer' and spend more - contributing to the local economy.	3
	Facility mix	A variety of facilities defining the character of each activity node could be developed Facilities would be developed in areas with development potential. Facilities encouraging a wide range of activity - passive and active - would be established to ensure a distributed impact across the foreshore	2
	Accessibility	Upgrade in local road infrastructure/ MP arterial/ Scoresby Transport Link/ Westernport Freeway Link Increased linkages between foreshore and hinterland Range of visitor facilities and activity at strategic points will distribute peak demand across the Peninsula - taking the pressure off the southern peninsula and increasing accessibility.	4
	Statewide Role	The number of day trippers travelling to the Peninsula would increase but the model would facilitate new movement patterns and physical development - it would require a major local/ State initiative (I.e. Noosa/ Mooloolaba)	3
	Investment Distribution/ Economic generat'n	Investment would be distributed across the Peninsula, and areas with development potential would be investigated (I.e. Safety Beach).	3
	Vehicle accidents	Reduced vehicle movements in activity nodes through the encouragement of walkability would reduce the probability of vehicle accidents	2
	Business Opportunities	A more diverse tourism market, resident population and developed activity nodes would facilitate a greater range of business opportunities than are currently available.	3
	Financial viability of Foreshore Committees	The management structure could be redesigned to facilitate precinct by precinct management - where Council takes on financial responsibility and oversees 'village committees. Increased revenue would be enabled through the implementation of fees for car parking.	2



		Scenario Three
Environment		
Vegetation	Exotic	2
	Indigenous	2
Erosion/ cliffs		1
Beach/ cultural		2
Water quality		2
Fauna		1
Visual/ landscape amenity		-1
Energy use		-2
Pollution Emission		1
Environmental rating		**8**
Average rating		0.8
Social/ Cultural		
Social cohesion		1
Socio-economic diversity		2
Elderly facilities/ access		2
Social participation		2
Public safety		1
Housing affordability		1
Pedestrian accidents		1
Traffic conflict		2
Certainty for stakeholders		2
Holiday affordability		-2
Indigenous sites		1
European sites		2
Festivals/ community gatherings		2
Mix of activity - passive/ active		3
Social/ Cultural rating		**20**
Average rating		1.5
Economic		
Public transport		3
Employment		4
Community infrastructure investment		3
Facility mix		2
Accessibility		4
Statewide Role		3
Investment Distribution/ Economic generation		3
Vehicle accidents		2
Business Opportunities		3
Financial viability of Foreshore Committees		2
Economic rating		**29**
Average rating		2.9

APPENDIX 4 EXISTING MANAGEMENT PLANS

WHITE CLIFFS TO CAMERONS BIGHT FORESHORE MANAGEMENT PLAN (JULY 2000)

The Management Plan addresses three foreshore reserves. These are:

- Tyrone Foreshore Reserve.
- Blairgowrie Foreshore Reserve.
- Sorrento Foreshore Reserve (part).

The Management Plan addresses the beach and foreshore area as well as the houses on the southern side of Point Nepean Road. The plan identifies the area's uses, values and management issues and sets out a vision, management principles, goals and an action plan.

SORRENTO FORESHORE RESERVE MASTER PLAN (AUGUST 2001)

The management plan addresses the Sorrento foreshore area between Camerons Bight and St Aubins Way, west of Sorrento Park. The Mornington Peninsula Shire Council acts as Committee of Management. The Plan sets out a vision, goals and actions for managing the land, facilities and access to the area.

RYE BEACH FORESHORE RESERVE MASTER PLAN (AUGUST 2001)

The management plan addresses the Rye Beach foreshore area between White Cliffs and Shirlow Avenue. The Mornington Peninsula Shire Council acts as Committee of Management. The Plan sets out a vision, goals and actions for managing the land, facilities and access to the area.

DROMANA FORESHORE RESERVE MANAGEMENT AND BUSINESS PLAN (JUNE 1999)

The management plan addresses the Dromana Foreshore Reserve area between the Nepean Highway and Anthony's Nose. The area is managed by the Dromana Foreshore Committee of Management. The Plan sets out a vision, goals and actions for managing the land, facilities and access to the area. The facilities include toilet facilities, boatsheds and bathing boxes. A business plan is included in the Plan which addresses pricing strategy, operating costs and financing requirements for the caravan park, boatsheds and bathing boxes, Tea Room site development, boat hire business and boat launching ramp.

ROSEBUD FORESHORE RESERVE LANDSCAPE MASTER PLAN (2000)

The Landscape Master Plan provides an overall guide for environmental and visitor management including infrastructure improvements. Parks Victoria manages the area.

MORNINGTON PENINSULA NATIONAL PARK MANAGEMENT PLAN (MAY 1998)

The Mornington Peninsula National Park includes the former Point Nepean National Park. The Management Plan for the Park identifies management zones and management strategies for conservation, protection and visitor use. The Park is managed by Parks Victoria.

FRANKSTON TO MT MARTHA – COASTAL PROCESSES AND STRATEGIC COASTAL PLAN (NOV 1996)

A strategic study of this coastline was undertaken in 1996. The study assessed the coastline in 10 precincts making recommendations on the appropriate management and improvement works for the precincts. This section of coast is the most sensitive part of the Mt Eliza to Point Nepean coast. The National Trust of Australia has recorded the Mt Martha/ Mornington foreshore, an area 22 kilometres long, as '*a coastal landscape which is significant in the Port Phillip Bay for its high visual quality and geological, cultural and ecological interest'*.

DRAFT COLLINS SETTLEMENT SITE FUTURE DIRECTIONS MANAGEMENT PLAN (2002)

This plan includes strategies for the conservation and protection of cultural values of the Collins Settlement historic reserve at Sorrento. The values relate to the 1803 settlement and aboriginal use of the site. The plan includes a master plan for the enhancement of visitor access and facilities.

APPENDIX 5 CONSULTATION OVERVIEW

- Workshops resulted in a significant number of people participating in Rosebud but only three people in Melbourne.
- Very positive responses were encountered in both workshops.
- Key issues revolved around:
- Support for the strategic framework - No commercial development on the foreshore.
- Exclusion of Safety Beach as an Activity node.
- Clarification of issues in the CAP.
- The key issues from the 13 submissions include:
    - Widespread support for the Draft CAP including eight submissions with written support.
    - Support for the strategic framework with 2 submissions not in support of traffic calming the Point Nepean Road.
- There were requests for the inclusion of a range of issues:
    - Purchase of private land for a foreshore reserve (2 submissions)
    - Potential D.C.P for future subdivision.
    - Demolition of bathing boxes (2 submissions).
    - An improved ecological assessment (1 submission).
    - Exclusion of Safety Beach as an activity node (1 submission).
    - Additional emphasis on recreational boating/infrastructure (3 submissions).
    - Referring to the Port Phillip Bay Environmental Management Plan rather then identifying a new agenda for marine issues.
    - More emphasis on tourism (1 submission).
    - No removal of native old growth vegetation (1 submission)

A detailed review of written submissions is attached.

In conclusion, MacroPlan believes the CAP has successfully met community and stakeholder expectations. With editing, referencing the Port Phillip Bay EMP, some additional commentary on recreational boating and finalisation of implementation plans the report should be formally exhibited.

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
als	• We commend Council and MacroPlan on its current draft document, and note many positive inclusions. • In contrast to MEAFAC we find the proposal to make a Point Nepean Road less amenable to cars appealing, and agree with the proposal for increased roadside vegetation. • As a short-term tool to dissuade some tourists, the proposal to re-route traffic inland has some merit. • We applaud the CAP for its recommendation to remove car parking from the foreshore in favour of inland parking behind the commercial strip.	1. We suggest that Council, in partnership with government, must adopt an active policy of buying back privately owned coastal land. 2. The issues of privately owned bathing boxes on publicly owned coastal reserves should also be addressed. 3. We support MEAFAC's call for the establishment of a coastal reserve along the full length of the CAP area. 4. The CAP must therefore state an overall commitment to preservation of indigenous vegetation and topography. 5. As per the *Victorian Coastal Strategy* 2002, any further infrastructure development must be coastal development and should be on the least sensitive sites possible. 6. The CAP should state a strong commitment to provision of only those services which are essential, and only then in areas which are environmentally appropriate. 7. If the CAP is serious about preservation of the foreshore reserve then it should contain a clear statement about the known effects of, and interrelationship between global warming and channel	

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
		deepening. 8. The CAP should recommend Kyoto Protocols. 9. We oppose commercial development of our public foreshores. 10. Clearly public transport also needs to be improved on the Peninsula, and the CAP should be used as an additional tool for lobbying government. 11. Port Phillip Heads Marine National Park and Mud Islands (Ramsar site) should be noted in the CAP, and articulated for special protection via active schemes underpinning the CAP or other local Management Plans.	
an se		1. We do not see the general merit given the cost. 2. Bathing boxes are a very small issue in relation to strategic direction. 3. We do not see the general merit given the cost. 4. Not necessary given State Government policy context. 5. Agree. 6. Agree, with the proviso that activity nodes be integrated with the water side.	

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
		7. Issue outside of scope/ timeframe. 8. Issue outside of scope/ timeframe. 9. Agree, with the proviso that activity nodes be integrated with the water side. 10. Agree. 11. Agree.	
als	• We totally agree with "draft" proposals.	1. Include that all 'cliff tops', and beach entrances be cleared of bush totally, leaving only healthy trees which could be trimmed with lawn surrounds, NOT weeds as is.	
an se		1. Disagree on this as it contravenes State policy.	
tee	• Camping and caravan area to remain if viable.	1. Still not enough on Marine aspect of CAP (harbour, pier, marinas) 2. Appendix 2: "National Trust of Australia (Victoria) – Mornington Peninsula Branch, Dromana Foreshore Committee Capel Sound Foreshore Committee" 3. Identifies editing issues.	1. Impact of cars, carav beach side of Point M

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
an se		1. Additional marine recreational boating commentary since included. Notes views of other bodies.	1. CAP recommends ca the context of propc
tee	• MacroPlan Australia's views on Safety Beach's wider options for the future would be really welcome. Many of CAP's otherwise laudable recommendations on treating acknowledged "Sensitive Areas" (refer CAP p. 13) and other general ideas for the Port Phillip coastline between Mt Eliza and Point Nepean generally reflect those of our Committee.	1. The CAP definition of "Recreation Nodes" (ref CAP p. 12) would fit Safety Beach with its "boat ramps/piers and pedestrian/cycle connections" (ibid.) following our Committee's highly approved efforts along this foreshore, guided by the Shire Council's 1999 Safety Beach Foreshore Master Plan.	1. If Activity Nodes are "commercial areas p commercial expansi density of developm then Safety Beach is as such.
an se		1. Will reconsider definition.	1. Will reconsider Safet activity node. We nc different type.
tion	• We support limits on development of the foreshore. • We support minimised car parking.	1. Any paths on the cliffs should be restricted or closed.	
an se		1. Seeking views of Steering Committee, seems an excessive request.	
tion		1. The CAP is the appropriate place to recommend establishment, in the longer term, of a foreshore reserve along the full length of the CAP area. 2. There needs to be an analysis of land	1. We oppose commerc our public foreshore 2. We see no net enviro making the Point Ne amenable to cars. T

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
		tenure in the CAP. 3. We believe that the CAP must state as a basic principle that there will be no more clearing of native vegetation. 4. Recommendation of biodiversity assessment of the CAP area.	on the road will only pressure for a freew the Nepean Peninsul traffic volumes and biodiversity impacts 3. It places too much e infrastructure and se ecological perspecti
an se		1. We do not see the merit given the cost and relocation issues. Significant gains can be made without this action. 2. We do not see the merit given the cost and relocation issues. Significant gains can be made without this action. 3. Already covered in State Government rating. 4. Could be taken up by State or Local Government.	1. We see commercial context of 'net gain' 2. Demand manageme congestion is a key policy. Congestion erosion of foreshore significant physical 3. The study has taken bottom line approac was struck based on social, ecological an In our view this prov basis for decision m
ation	• We are in complete agreement with the principles upon which the Draft Coastal Action Plan is based.	1. With regard to the policy of removing unnecessary structures etc. from the foreshore to help regrowth and passive public use, we would recommend that private bathing boxes/boat houses and private jetties be included for removal	

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
		over the longer 20 year span of the plan.	
an se		1. Bathing boxes are a very small issue in relation to future strategic directions.	
tee			1. Cannot accept radica resources and proce 2. Visitors and resident travelling along the Road for 150 years, is where they want t attempt to check thi lifestyle would cause and conflict in the c 3. To propose choking Nepean Road by use roundabouts, pedes traffic lights would c already difficult situ
an se			1. CAP does not propo reallocation of resou propose new proces

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
			2. Demand manageme congestion is a key policy. Congestion erosion of foreshore planning and poor i 3. Demand manageme congestion is a key policy. Congestion erosion of foreshore planning and poor i
on City	• Key issues are well identified. • Development of activity nodes, recreation nodes and sensitive areas, are a positive step to protect the sensitive environments along the coastline. • The proposed alternative routes for accessing the activity nodes is good in theory. • Strong support is given to the objective of the CAP to reduce the impact of vehicles in the coastal environment.	1. A greater emphasis on appropriate tourism opportunities. 2. Promotion of sensitive design should be included in planning guidelines. 3. One option to reduce the use of vehicles is to further develop and market the coastal passenger ferry service. 4. Closer consultation with Frankston City Council would be advantageous when considering the objective of reducing the vehicles over the peak holiday season on the Peninsula. 5. There is no mention of a community representative.	

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
an se		1. We believe the balanced approach in the CAP should remain. 2. This is a further action proposed. 3. Not opposed, suggested in text. 4. This is a further action proposed. 5. Could be achieved by Foreshore Committee representative's etc.	
ation		1. Parks Victoria does not believe that the provision of boating facilities has been adequately addressed. 2. The draft CAP should identify specific initiatives for recreational boating facilities as was undertaken for car parking.	
an se		1. Additional information has been supplied. Further information to be included based on Central Coastal Board requirement. 2. We believe specific initiatives have been canvassed.	
	• PPCC is in support of the activity nodes. • Pg. 12, Column 3 activity Nodes: "…Framework for activity nodes to	1. What we require is a statement in this CAP that the existing remnant native vegetation is *"significant"* and requires	1. No "activity generatc encourage further vi

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
	achieve ESD principles". PPCC is supportive of the principle of activity nodes. Providing the existing undeveloped areas are retained. This concentrates development and allows for undeveloped areas to remain pristine for visitors to appreciate. • PPCC is strongly supportive of developing Foreshore Management Plans for these areas.	protection – we require this statement to have NO qualifier extenders – like *"where appropriate" or "Net gain approach"* – which permit interpretation allowing justification for ongoing further development and exploitation of the foreshore. 2. We need a change in the thinking – to place a realistic value on remnant natural vegetation which adjusts the economic equation more into balance. 3. Lack of sewerage in some areas. It is totally inappropriate for a septic tank drainage system to remain installed in these dunes on this beach. 4. Clause 6, Column 1: *"Facilitates improvements of sites or existing development that have poor environment or social performance".* A flowery statement which in essence is meaningless! What about: Every improvement of site or development will result in no further removal or degradation of existing remnant native vegetation. 5. Clause 3 – First bullet point: "Directions for the future is about… there will be a net gain in the quality of the public land estate along the coast through land	

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
		swaps, donations and purchase". This is a meaningless statement. We suggest this be worded: Establish a clear policy direction that will ensure a measurable net gain in the quality and quantity of the public estate along the coast through land swamps, donations and purchase. 6. Page 7, Column 3 Third Bullet point – *"Social needs, ecological care and economic development are balanced and integrated…"* We believe this should read, Social needs, ecological care and economic development are balanced and against environmental degradation. 7. Pg. 9 – Clause 3.1.1 Environmental Issues. *"Retaining Indigenous flora and fauna species"* This should read: Retaining site specific flora and fauna species. 8. One of the resources which has NOT been identified is the resource of the many and various volunteer groups along the foreshore. 9. The proposed Steering Committee will require input from the Community groups.	

SATION	SUPPORT CAP DIRECTION	ADDITIONAL ISSUES	REJECT CAP DIRECTION
		10. PPCC is strongly opposed to any proposal of increased building height limits for the foreshore area.	
an se		1. Disagree. Existing policy mix contains balance. 2. Agree. Outside scope of study. 3. Agree, is included. 4. Not a practical approach eg. proposed boat ramp, cycle paths etc. 5. Not necessary for public sector to purchase. 6. Cannot understand intent of change. 7. Disagree. Not in a position to put into effect. 8. Agree, will include. 9. This could occur in many ways eg. Foreshore Committee Representatives. 10. No proposal to change height limits.	1. Concept is to chang the foreshore and in and decrease car de that this will only oc developed land (eg. context of net gain.

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