

HASTINGS SOUTH



APRIL 2015

COASTAL MANAGEMENT PLAN



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The Mornington Peninsula Shire's Strategic Plan 2013-17 identifies 'Enhancing the Coastal Experience' as one of its eight primary goals. Council is committed to promoting a high quality coastal experience for residents and visitors alike.

The Hastings South foreshore is an important boating precinct and is highly valued for this role — by local residents and visitors. The foreshore also has significant value in terms of the natural environment, cultural heritage and recreation. Protecting and enhancing these values is vital given the projected growth in local and regional populations and the likely associated increase in demand for recreation, particularly recreational boating.

In this context, the Hastings South Coastal Management Plan (HSCMP) has been prepared to provide strategic guidance for the use, development and management of the Hastings south foreshore reserve.

Through consultation, a vision for the reserve has been developed that reflects the aspirations of the community and other stakeholders:

The Hastings Foreshore is a coastal recreation zone that attracts and welcomes visitors and residents to the Western Port region to enjoy a wide range of recreational opportunities involving coastal, marine, boating and eco-tourism experiences. It makes a crucial contribution to the sense of place of the Hastings community and is the gateway to Western Port.

This vision informs the key objectives of the HSCMP, which are:

- ≈ To promote and enhance the role of the Hastings South foreshore as a Regional Boating Precinct;
- ≈ To connect and enhance the Western Port Trail;
- ≈ To improve the landscape amenity of the foreshore; and
- ≈ To protect and enhance the biodiversity values of the foreshore.

The HSCMP builds on the foundation of the Victorian Coastal Strategy 2014 and the Recreational Boating Facilities Framework 2014.

In accordance with the principles of the Victorian Coastal Strategy 2014, the HSCMP designates areas within the foreshore as being Activity Node and Recreation Node, whilst also recognising an Interface area. In this way different areas of the foreshore are allocated different primary roles, providing a framework for planning by public land managers and community groups that are involved in the management of these areas. Any future development proposals are also assessed within this context.

The Activity and Recreation Nodes will provide a focus for managing recreation demand and enhancing the links between the Hastings South Foreshore and the town centre. However, it should be emphasised that ecological and cultural values must be considered in all decision making.

The HSCMP provides strategies based on the following themes:

- ≈ Boating
- ≈ Natural systems
- ≈ Cultural heritage
- ≈ Recreation
- ≈ Safe access and use
- ≈ Infrastructure and buildings
- ≈ Climate change
- ≈ Commercial operations, tourism and events
- ≈ Community awareness and involvement

Each strategy describes existing conditions and identifies objectives and actions where relevant. The main issues are also highlighted.

Key actions outlined within this plan are:

- ≈ Improved public boat ramp and associated access and trailer parking facilities.
- ≈ Improved layout for Pelican Park/foreshore car park and the introduction of a pedestrian micro-park 'forecourt' between the pier and the Hastings Yacht Club along the water's edge.
- ≈ Improved public amenity and landscaping based on a Landscape Master Plan.
- ≈ Completion of the connection of the Western Port Trail between Pelican Park and the Warringine Park board walk.
- ≈ Revegetation of protected areas to enhance the biodiversity values of the foreshore.

These key actions are reflected in the concept plan in Figure 1.

The HSCMP includes a business plan for the Hastings South Foreshore reserve with information on income and expenditure. However, all actions requiring public investment are subject to further review as part of council's annual budget process and a number are dependent on the availability of external funding. The HSCMP is to be reviewed after three years.



Figure 1
Concept Plan

Indicative Land Uses		Plant communities for revegetation works	
	Mown grass/ Landscaped / General Recreation		Terrestrial
	Access Roads		EVC 175 Grassy Woodland
	Parking Areas		EVC 83 Swampy Riparian Woodland
	Western Port Trail		EVC 53 Swamp Scrub
			Coastal margin
			EVC 9 Coastal Saltmarsh
			Mangroves
			EVC 140 Mangrove Shrubland

01

Introduction

PURPOSE AND STRUCTURE OF THE PLAN

01.1

This Hastings South Coastal Management Plan (HSCMP) has been prepared to guide the future management, use and development of the Hastings South Foreshore. The HSCMP covers the geographical area described in Section 1.3 and shown in Figure 2. The purpose of a coastal management plan is to:

- ≈ Identify a vision and key objectives for the coastal Crown land reserve
- ≈ Identify environmental, heritage and recreational values
- ≈ Develop strategies to protect these values
- ≈ Guide future use and management
- ≈ Identify actions and timeframes in which to achieve these actions
- ≈ Provide a three year business plan describing proposed works and foreshore income and expenditure. While the plan is reviewed every three years, some proposed actions are ongoing or may extend beyond this timeframe, with consideration given to current and anticipated future land use demands and pressures and the capacity of different areas to absorb pressures without loss of important values.
- ≈ Provide a framework for coordinated and informed decision making and management and engaging with the community and key stakeholders
- ≈ Provide a process for monitoring and review
- ≈ Establish an agreement between the Committee of Management (Mornington Peninsula Shire), the Department of Environment, Land, Water and Planning (Representative of the Crown) and the community for the management of the coastal areas

The HSCMP has been prepared in a format suitable for adoption by Council and approval under Section 32 of the *Coastal Management Act 1995*. Once approved, the management plan is required to be reviewed on a three-year cycle under the provisions of the Act. The plan's structure is as follows:

- ≈ It firstly establishes a vision and key objectives for the foreshore informed by community and stakeholder consultation.
- ≈ It then designates sections of the foreshore into units:

Activity node, Recreation node and Interface area. The designation of units is based on a combination of existing conditions, existing patterns of land use, facilities and infrastructure, the extent to which an area has been modified and an analysis of natural systems, cultural heritage and social values. In this way, different sections of the foreshore are allocated different roles.

- ≈ And finally, the plan outlines strategies for the foreshore based on the following themes:
 - ≈ boating
 - ≈ natural systems
 - ≈ cultural heritage
 - ≈ recreation
 - ≈ safe access and use
 - ≈ infrastructure and buildings
 - ≈ climate change
 - ≈ commercial operators, tourism and events
 - ≈ community awareness and involvement

Each strategy describes existing conditions and identifies objectives and actions to be implemented following adoption and endorsement. Key issues are also highlighted.

While it is important to record all relevant issues and the aspirations of the community and stakeholders, it may not be possible to convert some of these into actions to be undertaken by the Shire within a three-year period. In the HSCMP, actions state what the Mornington Peninsula Shire, as the land manager, is committed to achieving while the plan is in effect. The HSCMP is primarily intended to provide a general management and maintenance framework. In some cases, where major capital works are involved and/or other stakeholders are primarily responsible for implementation, the plan may identify the need for advocacy or additional detailed designs, which may be subject to separate consultation, approval and funding arrangements.

The final section of the plan deals with implementation. The actions throughout the plan are given a priority level and timeline and a business plan is developed to better understand how the Shire will deliver on these actions. The action plan and business plan are included as appendices to this plan.



Figure 2
Coastal Management Plan Area

01.1

CONTEXT

"The Mornington Peninsula is located south-east of Melbourne and is often described as Melbourne's playground."

1.2.1 Planning framework

A framework for coastal management planning is set out in the *Coastal Management Act* 1995. Section 30 of the Act specifies that a Committee of Management of coastal Crown land reserved under the *Crown Land (Reserves) Act* 1978 may prepare a management plan for the whole or any part of that land.

A coastal management plan must be consistent with the Victorian Coastal Strategy and any relevant Coastal Action Plans, as well as other applicable legislation, policy and planning documents.

Key legislation, policy and planning documents that apply to or provide context for the HSCMP are summarised in Appendix B and listed below.

- ≈ Coastal Management Act 1995
- ≈ Crown Land (Reserves) Act 1978
- ≈ Environment Protection Act 1970
- ≈ Environment Protection and Biodiversity Conservation Act 1999
- ≈ Flora and Fauna Guarantee Act 1988
- ≈ Heritage Act 1995
- ≈ Planning and Environment Act 1987
- ≈ Victorian Coastal Strategy (2014)
- ≈ Recreational Boating Facilities Framework 2014
- ≈ Mornington Peninsula Planning Scheme
- ≈ The Western Port RAMSAR Strategic Management Plan (2003)
- ≈ Safety and Environment Management Plan for the local waters of Western Port (2005)
- ≈ Port Phillip and Western Port Regional Catchment Strategy 2004)
- ≈ User Expectations and Improvements for Public Boat Ramps in Westernport and Port Phillip (2010)
- ≈ Mornington Peninsula Health and Wellbeing Plan (2003)
- ≈ Mornington Peninsula Disability Action Plan 2013 - 2017
- ≈ Mornington Peninsula Bicycle Strategy; Ride Safe (2010)
- ≈ Mornington Peninsula Shire Strategic Plan 2013 - 2017
- ≈ Hastings Town Centre Structure Plan 2014
- ≈ Native Title Act 1993 and Amendments
- ≈ Aboriginal and Torres Strait Islander Heritage Protection Act 1984
- ≈ Disability Discrimination Act 1992

Each document has been reviewed to guide the development of the HSCMP.

1.2.2 The Mornington Peninsula Shire

The Mornington Peninsula is located south-east of Melbourne and is often described as Melbourne's playground. The Mornington Peninsula is a 720 square kilometre boot-shaped promontory separating Port Phillip and Western Port, with coastal boundaries totalling 190 kilometres - approximately 10 per cent of Victoria's coastline. It is a mixture of bushland, urban areas, resort towns, tourist developments and rural land.

The Mornington Peninsula is Victoria's most popular informal recreation area. It features magnificent landscapes, coasts and beaches that are of State significance and attract millions of visitors every year.

Most of the Mornington Peninsula's residential population lives along the coastline of Port Phillip in a band of settlement from Mount Eliza to Portsea. The coastline of Western Port is distinctly different being made up of smaller townships separated by large areas of rural land.

In 2011 the Australian Bureau of Statistics estimated the Shire's resident population to be 144,608, comprising diverse age groups and socio-economic backgrounds. A more recent estimate puts the Shire's population at 150,600. The Shire also has a significant non-resident population that can increase by up to 30 per cent in the summer months.

Mornington Peninsula's social, economic and environmental diversity means that a 'one size fits all' management approach is not appropriate or effective. The Mornington Peninsula Shire Council recognises the need to respect and nurture this diversity. By working closely with individual communities, we will find solutions to suit our towns, villages and coastal and rural communities.

The development of coastal management plans for individual foreshore areas are developed to tailor solutions to local needs.

1.2.3 A sustainable Peninsula

Mornington Peninsula Shire recognises the competing tensions within and pressures on our foreshore reserves and is committed to working with the community to achieve outcomes that are socially, ecologically and economically sustainable.

In developing our coastal management plans, Mornington Peninsula Shire adopts an ecologically sustainable management approach, which requires that:

- ≈ Land use and land management practices must be compatible with the areas ecological capacity
- ≈ The impacts of local decisions must be examined in a regional context
- ≈ Planning must consider long-term change and unexpected events
- ≈ Rare landscape elements and associated species must be preserved
- ≈ Large contiguous or connected areas that contain critical habitats will be retained
- ≈ The effects of development on ecological processes will be avoided or minimised and must be compensated for where appropriate

HASTINGS SOUTH FORESHORE

01.3

The Hastings southern foreshore reserve is located along Western Port within the township of Hastings.

The Hastings South foreshore area to which the HSCMP applies includes the southern section of the Hastings coastal Crown land reserve and extends from Marine Parade/Hastings Pier in the north to Warrangine Park to the south. The western boundary is generally defined by Skinner Street and the eastern boundary is the Shire's seaward municipal boundary. A number of freehold allotments on the east side of Skinner Street owned by the Mornington Peninsula Shire are included in the plan.

Figure 3 shows the location of the Hastings South Foreshore in a regional context.

With reference to the Mornington Peninsula Planning Scheme, the foreshore is generally included in the Public Park and Recreation Zone (PPRZ). The PPRZ identifies areas for public recreation and open space. The zone aims to protect and conserve areas of significance and provide for commercial uses where appropriate.

As a regional boating facility and a part of a State Marine Precinct, the Hastings South Foreshore is already serving a much wider catchment than the Hastings Township. The population of this catchment is expected to grow substantially, particularly in neighbouring growth municipalities such as Casey and Cardinia, which will in turn increase the demand for recreational boating facilities in Hastings. The Hastings South Foreshore boating facilities currently provide the most extensive boating infrastructure along the western section of the Western Port coast and is expected

to continue in this role as the primary recreational boating facility in the region.

The importance of Hastings as a regional boating facility is highlighted by the Recreational Boating Facilities Framework 2014, which identifies Hastings as a location for strategic investment in the north-west Western Port boating area.

The foreshore to the north and east of Marine Parade is covered by a separate Coastal Management Plan. This area includes the Pelican Park Aquatic Centre as well as a range of other recreational facilities including the skate park, playground, bowling and tennis clubs. It also includes large open space areas for recreation and events and does not have the focus on recreational boating that is present in the Hastings south foreshore area. The Western Port trail traverses this northern section of the foreshore to Pelican Park.



Figure 3
Location plan

"Through this appointment, the Shire may manage, improve, maintain and control the land for the purposes for which it is reserved."

01.3

Management responsibilities

Mornington Peninsula Shire

Mornington Peninsula Shire is appointed as the Committee of Management for the Hastings foreshore reserves under Section 14 of the *Crown Land (Reserves) Act 1978* (see Figure 4). Through this appointment, the Shire may manage, improve, maintain and control the land for the purposes for which it is reserved. The Shire may also lease areas of the foreshore reserve.

Department of Environment, Land, Water and Planning (DELWP)

DELWP manages Crown land on behalf of all Victorians and in some cases delegates management responsibilities to Committees of Management. Committees are eligible to apply for grants through DELWP. Committees are required to provide financial or audited statements to DELWP and can request help or advice as required.

Any proposal to use or develop coastal Crown land must gain written consent from DELWP under the *Coastal Management Act 1995*.

The sea-bed is unreserved Crown land managed by DELWP.

Parks Victoria

Parks Victoria is the Port Manager appointed over the waters of Western Port and is responsible for the Hastings Pier.

Overview of management responsibilities

The management responsibilities for the area are shown in Figure 4. The area is coastal Crown land, except for the Council owned lots in Skinner Street, which are freehold land. Council is the Committee of Management for most of the area, including the mangroves and saltmarsh abutting the marina and the open space recreational areas. However, the Western Port Marina and the Hastings Yacht Club have a lease direct with DELWP, who is the land manager for this land. Hastings pier is managed and maintained by Parks Victoria appointed as Committee of Management under section 14 of the *Crown Lands (Reserves) Act 1978*.



Figure 4
Management responsibilities

- Mornington Peninsula Shire Council
- Parks Victoria
- Department of Environment, Land, Water and Planning

01.3

DEVELOPMENT OF THE COASTAL MANAGEMENT PLAN

This plan has been undertaken in consultation with key stakeholders and the broader community and has been informed by community directions and aspirations.

01.4

The Shire has undertaken focus groups with various stakeholders to identify issues and opportunities and inform the direction of this plan.

In July 2012, the Mornington Peninsula Shire conducted an online survey Hastings Recreational Boating Precinct Community Survey with annual Mornington Peninsula Shire boating permit holders. The purpose of this survey was to obtain data to support the development of the HSCMP.

A Draft Hastings South Coastal Management Plan was placed on public exhibition for a six week period running from 24 March to 30 May, 2014. During this period the community and relevant stakeholders were invited to review the draft document and provide feedback to the Shire. The feedback was considered and where relevant incorporated into the plan.



02

Vision and Objectives

INTRODUCTION

02.1

In preparing a management plan, it is important to establish an overarching sense of direction, or vision, regarding the future role, function and character of the foreshore area, which is both inspirational and shared with the widest possible range of stakeholders. Such visions provide a means to coordinate actions, encourage participation and measure progress. The vision for the Hastings South Foreshore has been developed through a process of consultation with the community.



VISION FOR THE HASTINGS FORESHORE

THE MORNINGTON PENINSULA SHIRE COASTAL EXPERIENCE

02.2

'The Hastings Foreshore is a coastal recreation zone that attracts and welcomes visitors and residents to the Western Port region to enjoy a wide range of recreational opportunities involving coastal, marine, boating and eco-tourism experiences. It makes a crucial contribution to the sense of place of the Hastings community and is the gateway to Western Port.'

Above is the vision for the Hastings foreshore. This vision informs the key objectives of the HSCMP, which are:

- ≈ To promote and enhance the role of the Hastings south foreshore as a Regional Boating Precinct;
- ≈ To connect and enhance the Western Port Trail;
- ≈ To improve the landscape amenity of the foreshore; and
- ≈ To protect and enhance the biodiversity values of the foreshore.

The HSCMP's vision and objectives reflect the long-term strategies of Mornington Peninsula Shire and other State government agencies with responsibilities for management of the foreshore. The vision and objectives are consistent with existing policy (e.g. *Victorian Coastal Strategy 2014* and the *Recreational Boating Facilities Framework 2014*) for the foreshore and also for surrounding areas, such as the Hastings Town Centre.

02.3

The Mornington Peninsula Shire Strategic Plan (2013-17) identifies 'enhancing the coastal experience' as one of its eight strategic goals.

Through the HSCMP, the Shire commits to a high quality coastal experience by:

- ≈ Protecting and managing natural systems and processes
- ≈ Identifying and protecting cultural values
- ≈ Providing a safe and clean environment
- ≈ Providing access and recreational opportunities for a range of users
- ≈ Encouraging community awareness and involvement
- ≈ Managing and protecting our coastal areas for current users as well as future generations
- ≈ Leadership on addressing climate change within our community
- ≈ Consideration of available resources and effective actions

HASTINGS FORESHORE PLANNING UNIT STRUCTURE

02.4

This Coastal Management Plan builds upon the Victorian Coastal Strategy 2014 by designating areas of the foreshore as an Activity node, Recreation node or Interface area. The designation is based on consideration of a combination of factors including existing conditions, patterns of land use and infrastructure, the extent to which an area has been modified and habitat/environmental values.

In this way different areas of the foreshore are allocated different primary roles, providing a framework for planning by public land managers and community groups that are involved in the management of these areas. Any future development proposals will also be assessed within this context. This is consistent with the principles of the Victorian Coastal Strategy 2014.

The following units have been identified as part of the Hastings South Foreshore (Figure 5):

Activity node

Location of the main recreational, boating, community and related activities within the foreshore; linked to the activity centre of Hastings.

Activity nodes may contain activities which are less coastal dependent and new developments will be considered where the proposal is a suitable development that 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.

Within the Hastings South Foreshore, the activity node is proposed to include the public boat ramp and associated boat trailer parking area, as well as all foreshore car parking areas.

Recreation node

Location of higher recreation areas and related activities. Recreation nodes may include areas appropriate for activities such as boat ramps and piers, recreational areas and facilities, cultural or environmentally themed walks, pedestrian/cycle connections and significant club and community buildings.

Within the Hastings south foreshore, the recreation node consists mainly of the parkland between the Activity Node and Skinner Street, which potentially includes an area for overflow boat trailer parking.

Interface area

Defined as conservation/preservation areas, erosion control areas, creeks/wetlands/drainage areas and areas of high heritage/cultural significance. In the context of the Hastings South foreshore this classification is considered to require a degree of qualification, to recognise that it is largely a modified landscape area providing both the connections between active areas while retaining natural landscape values. On this basis it is defined in place as the Interface Area. Development pressure and infrastructure will be directed away from Interface areas. Interface areas will not generally involve activities that are non-coastally dependent unless they are existing uses. A key outcome for this area is to understand the high value areas and to fund works which enhance their presentation and improvements.

Within the Hastings South Foreshore, the Interface area extends from the mangrove and saltmarsh area to the south of the marina along the boundary with the marina to the southern edge of the boat ramp car park.

The Activity and Recreational nodes will provide a focus for managing recreational demand and enhancing the links between the Hastings South foreshore and the town centre. However, it should be emphasised that ecological and cultural values must be considered in all decision making.



Figure 5
Planning units

Activity Node
Recreation Node
Interface Area

02.4

03

Strategies

STRATEGY FOR BOATING

(HASTINGS RECREATIONAL BOATING PRECINCT PLAN)

03.1

Hastings South Foreshore is recognised for its range of boating facilities including: a four lane public boat ramp, public pier, public pontoon, yacht club and a marina. As the area is not suitable for recreational swimming, the conflict between boaters and other user groups is minimal.

The Central Coastal Board's Recreational Boating Facilities Framework 2014 (RBFF) gives guidance to current and future decision makers on the nature of boating facilities required in the short and medium term. The RBFF seeks to guide how future investment should occur in boating facilities to maximise social, economic and environmental benefits into the future. Hastings is identified in the RBFF as a regional facility, the highest ranking available. However the RBFF also proposes that Hastings be listed as part of a State Marine Precinct.

The definition and criteria for a Regional Facility are listed below:

Description/Definition	Types of Facility	Criteria
Regional Boating Facility		
A regional boating facility will either provide a range of services and facilities at one location (e.g. at a harbour or marina), or be one regional facility such as a regional boat ramp that, due to its size, provides for a large catchment.	Regional boat ramps, marina, piers/jetties, moorings, maintenance and services facilities, harbours.	A high level of significance that provides a boating destinations; A high level of investment as a key boating activity centre; An exceptional level of service provision that caters for a wide range of boating activity and skill levels; Provision of a safe harbour; Provision of maintenance and service facilities; Wide catchment area, with an even spatial distribution, at major population centres; All tide access; Public access to the facility and coastal environment; and A key boating destination within the network.

It is important to note that a regional boating facility includes the criteria of 'a high level of investment as a key boating activity centre'. As such, Hastings can expect to see significant State investment into regional boating infrastructure over the following decade.

As the RBFF proposes that Hastings be listed as a State Significant boating precinct, the criteria for a State Marine Precinct are listed below also:

Description/Definition	Types of Facility	Criteria
State Marine Precinct		
A State Marine Precinct incorporates facilities of international, national, State, regional and local significance.	All - these include ports, marinas, charter boat facilities, slip facilities, waterfront activities, marine services, piers, jetties, moorings & ramps.	State level of significance that provides a key boating and tourist destination; Commercial shipping potentially a dominant activity; High level of investment as a key boating activity centre; Exceptional level of service that caters for the wide range of boating activities and skill levels; Safe harbour and controlled water space; Wide catchment area, with an even spatial distribution, at major population centres; All tide areas; Public access to the facility and coastal environment; and Servicing facilities.

The Victorian Coastal Strategy 2014 also identifies Hastings as both a State Marine Precinct and a Regional Boating Precinct.

03.1

Hastings public boat
ramp signage



3.1.1 Boating facilities

Hastings public boat ramp

Hastings is the second busiest ramp on the Mornington Peninsula after Sorrento. Waiting times on popular days can be significant and lead to 'ramp rage'. However, unlike ramps on Port Phillip, which experience seasonal demand, the Hastings ramp experiences year round demand. This is because it primarily serves recreational fishermen due to its close proximity to the fishing grounds of Western Port. Therefore, high demand is experienced in the morning all year round.

The ramp is becoming vulnerable to overload due to large increases in demand resulting from large population growth in the Casey/Cardinia growth corridor.

The public boat ramp has four lanes and caters for boats of up to 7 metres in length. Boats can be launched on most tides, except the lowest tides when the ramp has no water. A problem exists with people trying to launch boats at low tide and backing their trailers off the back of the ramp into a large 'drop' that exists there. A solution to this problem would be to extend the boat ramp further and deeper to ensure the ramp has water on all tides. This is consistent with the criteria for a State and Regional facility that specifies all tide access.

However, it is important to note that any works will need to pay close attention to the coastal acid sulphate soils present in the area.

The trailer parking associated with the ramp consists of 41 boat trailer parks with an informal overflow area totalling 60 trailer parks.

Recently, the Shire has undertaken an extension of the mooring pier that services the boat ramp, effectively doubling its size, and in late October 2013 a new ticketing system was implemented for the ramp that will allow users to pay with an 'app' on their smart phones or over the phone, in addition to the ticket machine and traditional season passes. This has been accompanied with new boat ramp signage, as seen above.

Hastings Yacht Club

The Hastings Yacht Club is a community sailing club on land leased from DELWP. The club occupies a site of approximately 3740 square metres and has access to a 45 metre long pontoon pier and a slip way.

The club provides a significant facility for the local boating community. The club's training fleet also includes several purpose built boats for the disabled.

The club has a slipway which is able to launch and retrieve mono and multi hull vessels up to 20 tonnes and has its own short pontoon pier.

In the past there have been discussions about a potential expansion of the club facility and the concept of consolidating the yacht club with other user groups. However, there are no current proposals to this effect. The current location and extent of the yacht club is supported.

A thin strip of land (approximately 9 metres wide) between the current lease area of the club and the seawall is currently managed by the Shire as Committee of Management. The yacht club has encroached upon this land, using it to store boats. This strip of land is not suitable for a public pedestrian connection, hence it could be consolidated with the yacht club site, subject to appropriate lease arrangements. The Hastings Yacht Club is located outside HSCMP area.

Hastings Pier

Managed by Parks Victoria, the Hastings Pier has an important historical connection with the Hastings foreshore and the development of the town. The Pier was built in approximately 1864.

The pier has a small marina arm that berths approximately 30 boats. Hayman Pacific have a lease with DELWP for this small marina.

The Hastings Pier is located outside the HSCMP area.

Western Port Marina

The Western Port Marina is the largest occupied area within the foreshore area. It occupies approximately 16.1 hectares (including the water).

Western Port Marina is a significant piece of coastal infrastructure and offers:

- ≈ Permanent and casual berthing (wet and dry)
- ≈ Travel Lift
- ≈ Hard Stand
- ≈ Boat ramp
- ≈ Fuel pump
- ≈ Laundry and bathroom facilities
- ≈ Sewerage pump out facilities

The uses that occur on the site are diverse and include the following:

- ≈ Boat charters
- ≈ A chandlery VicSail (boat broker)
- ≈ Take-away cafe
- ≈ Function centre
- ≈ Bar
- ≈ Travel lift
- ≈ The Dolphin Research Institute
- ≈ Volunteer Marine Rescue and Coast Guard

In the past there have been discussions about the potential expansion of the marina facility. However, there are no current proposals to this effect. The current location and extent of the marina is supported.

The Western Port Marina is located outside the HSCMP area.

Boating Issues

- ≈ At times of peak demand the Hastings Boat Ramp experiences significant wait times and in terms of access, boat trailer parking and complementary amenities, the ramp requires a substantial upgrade to perform its role as a regional boating facility.
- ≈ The development of a State level boating hub at Hastings must be balanced with the other community and environmental needs and considerations in the plan area.
- ≈ At low tides the boat ramp does not function adequately.
- ≈ Western Port coastline is subject to coastal acid sulphate soils.

Boating Objectives

- ≈ Develop the Hastings Boat Ramp as a high quality regional boating facility in accordance with the Recreational Boating Facilities Framework 2014 to invest in Hastings as part of a State level boating precinct.
- ≈ Ensure that any use and/or development proposal seeks to rationalise and optimise the use of scarce foreshore land (including: car and boat trailer circulation and parking, and the footprint of buildings and structures).
- ≈ Provide a safe interface between the uses of the Hastings Yacht Club, the public boat ramp and the Western Port Marina.

Boating Actions

- 1.1** Liaise with the Hastings Foreshore Advisory Group to provide advice on the boating needs of the community.
- 1.2** Commission a comprehensive and reliable demand and capacity study to inform investment in infrastructure.
- 1.3** Increase efficiency and capacity of the boat ramp by implementing a staged capital works program to improve the flow of traffic, parking layout and parking capacity.
- 1.4** Apply for funding to improve public boating infrastructure.
- 1.5** Investigate options to improve public access to the waterfront.
- 1.6** Investigate options to extend and deepen the boat ramp.
- 1.7** Monitor the success of the new boat ramp ticketing system.
- 1.8** In conjunction with DELWP Investigate and formalise the lease agreement with the yacht club for the use of the strip of land between the yacht club and the seawall.

STRATEGIES FOR NATURAL SYSTEMS

03.2

3.2.1 Flora and Fauna protection and enhancement

Native flora status

The primary goal for native vegetation management in Victoria is to reverse the long-term decline in the extent and quality of native vegetation across the landscape. This goal is established through the Native Vegetation Permitted Clearing Regulations and should be considered a guiding principle for vegetation management on the foreshore. Unless exempt under the provisions of the planning scheme, proposals for use and development of foreshore land must demonstrate compliance with the 'permitted clearing of native vegetation - Biodiversity assessment guidelines'.

Two main Ecological Vegetation Classes (EVCs) have been identified for the Hastings South Foreshore (Sinclair et al. 2006). Mangrove Shrubland (EVC 140) occurs in the intertidal zone, while Coastal Saltmarsh (EVC 9) occurs just behind this in the estuarine flats. The Hastings hinterland is predominantly Grassy Woodland (EVC 175).

Mangrove Shrubland is described as shrubland to two metres tall. Confined to protected low energy coastal environments where there is sufficient shelter from strong wave action and currents to allow the accumulation of fine sediments, generally on mud flats within the tidal zone. Species typical of the EVC are *Avicennia marina* ssp. *australasica* (White Mangrove) and *Zostera muelleri* (Dwarf Grass-wrack).

Coastal Saltmarsh is described as occurring on and immediately above marine and estuarine tidal flats and contains distinct floristic communities as bands or zones in the same location, depending on the positioning of the various floristic communities in relation to the saline environment. Coastal Saltmarsh consists of a range of the life forms including succulent herbs, low succulent shrubs, rushes and sedges.

Species typical of the EVC are:

- ≈ *Sclerostegia arbuscula* (Shrubby Glasswort)
- ≈ *Suaeda australis* (Austral Seablite)
- ≈ *Sarcocornia quinqueflora* (Beaded Glasswort)
- ≈ *Samolus repens* (Creeping Brookweed)
- ≈ *Hemichroa pentandra* (Trailing Hemichroa)
- ≈ *Juncus kraussii* ssp. *australiensis* (Sea Rush)
- ≈ *Triglochin striatum* (Streaked Arrowgrass)
- ≈ *Distichlis distichophylla* (Australian Salt-grass)

Apart from the area of remnant vegetation to the south of the marina, the HSCMP area has been heavily modified from its original state. Although the original EVC type of the foreshore is Coastal Saltmarsh and Mangrove Shrubland, due to the extensive modification of the land the vegetation typical of these vegetation classes may not be suitable for revegetation. The Hastings foreshore has experienced extensive fill to bring it to its current state. These areas of fill may be more suited to revegetation with other locally indigenous species. Further investigation would be required at the detailed landscape master plan stage.

RAMSAR site

Much of Western Port is designated as an Ramsar wetland, identifying it as a wetland of international significance. Mangroves and tidal flats that are important bird feeding areas fringe much of the northern half of the bay.

Native fauna status

The HSCMP area provides habitat for a range of marine and terrestrial animals.

Western Port Biosphere

Western Port is a designated UNESCO Biosphere reserve.



WESTERN PORT REGIONAL PLANNING AUTHORITY, 1978, STATE LIBRARY OF VICTORIA.

03.2



GIS 2013

The first image on page 33 can be compared to the aerial photograph beneath it, taken in 2013, to demonstrate the extent of reclaimed land.

The photographs on page 36 illustrates what the pier looked like in the landscape over 100 years ago.

03.2

The usual mix of urban introduced mammals is present including cats, foxes, house mice and brown rats. Controlling these pests in an urban environment is difficult given constraints on baiting and other control programs.

No studies have been done on the range of marine and terrestrial animals present in the study area. However, it can be assumed that the proximity to the RAMSAR wetlands will entail a large variety of birdlife being present in the area. The Mangrove Scrubland and Coastal Saltmarsh of the RAMSAR site, present in the southern section of the plan area, is also likely to house a range of crustacean and reptilian animals. The Marina's break-wall may be home to a range of animals.

Issues for flora and fauna protection and enhancement

- ≈ Introduced animals such as foxes, feral and domestic cats, black rats, starlings and myna birds threatening native fauna values.
- ≈ The foreshore has sparse vegetation and as a result has a somewhat barren appearance and limited habitat opportunities.
- ≈ Coastal Acid Sulphate Soils may hinder revegetation efforts. Further testing needs to be undertaken to identify the extent of the issue.
- ≈ Breakwall areas that have limited access typically form important habitat for avian and mammalian fauna. It is unknown what species are present at Hastings as no formal studies have been undertaken. However, it is suspected that rare water rat communities may occupy this site.
- ≈ The man made structures of the Marina's breakwater, the pier and boat ramp's pontoon form important fish nurseries and habitat for a variety of marine species through the creation of artificial reefs.
- ≈ The Esso-BHP pipeline that traverses the area prohibits vegetation planting within it's easement.

Objectives

- ≈ Promote retention and enhancement of existing biodiversity values, particularly the southern mangrove and salt marsh area and any identified threatened species, by undertaking targeted management actions where possible.
- ≈ Target revegetation activities at accessible, stable and higher-quality areas (Figure 5).
- ≈ Continually improve and monitor Hastings foreshore ecosystems.
- ≈ Increase public awareness of the ecological values of the foreshore and the RAMSAR wetlands and ways to minimise impacts.
- ≈ Ensure no planting occurs in the Esso-BHP pipeline easement.

Actions

- 2.1** Promote the foreshore's ecological values through grant applications and collaborative approaches to management.
- 2.2** Investigate a report to identify and monitor local fauna populations.
- 2.3** Install and monitor nest boxes throughout the foreshore, particularly in the areas lacking natural hollows.
- 2.4** Revegetate areas on the foreshore, where the intent is to create further habitat for locally indigenous species. Revegetation should correspond to the areas identified in the Interface area of this plan.
- 2.5** Prepare an overall landscape plan for the foreshore.
- 2.6** Provide a landscaped buffer around the mangrove area.
- 2.7** Provide a 'green link' habitat corridor through the HSCMP area to allow fauna to move through the site.
- 2.8** Provide a landscaped edge to Skinner Street.
- 2.9** Provide public information and interpretive signs on the environmental values of the area in accessible locations and better protect areas where inappropriate access is occurring.

3.2.2 Bushfire hazard

The HSCMP area is not identified as being within a high fire risk area, is not covered by the Planning Scheme's Bushfire Management Overlay and is identified by CFA as having a low risk from bushfire. None of the area is affected by a Shire fire management zone.

3.2.3 Coastal geology and processes

The Hastings South Foreshore consists of a highly modified foreshore area bounded by estuarine mud flats.

The geology of the area consists of almost level plains developed on Quaternary alluvial sediments and minor flat areas on Palaeozoic sediments. Most of the surface soils are dark brownish grey clay loams or light clays overlying, at about 200mm, brownish grey mottled with light grey and rusty brown clay loams or light clays. At about 300 to 400mm medium to heavy clays occur with grey with rusty brown mottles being the predominant colours.

Many changes to the Hastings' Western Port coastline have been noted since the arrival of Europeans in 1835. Some of these changes are natural while others are the result of human activities. The HSCMP area has been heavily modified with coastal infrastructure such as piers, sea walls and reclaimed land. The image on page 33 shows the plan area's coastline in 1978. The extent of current day reclaimed land can be seen in the location of the high water mark abutting the rear of the lots fronting Skinner Street.

The Hastings foreshore is relatively stable due to its location deep within Western Port. The site has a large tidal variance but is generally sheltered from extensive wave and wind erosion that influences coastal processes more on Port Phillip and the Bass Strait coasts.

Issues

- ≈ Coastal processes may present a risk to the stability of public and private infrastructure along the foreshore such as piers, buildings, car parks and parkland.
- ≈ Dynamic coastal processes may be inhibited by established patterns of human use and expectations that the landscape should be kept in a particular form.
- ≈ The cost to repair and upgrade coastal infrastructure assets is significant.
- ≈ The coastal zone of Western Port is subject to coastal acid sulphate soils.

Objectives

- ≈ Improve knowledge of the dynamic coastal processes at work along the Hastings coastline.
- ≈ Minimise disruption to natural coastal processes where there is no present risk to life or significant risk to property.
- ≈ Increase the maintenance of existing coastal protection assets and develop an improved understanding of design life and functionality.
- ≈ Address the potential for structural failure of existing coastal protection assets.
- ≈ Future development proposals must investigate options that avoid or minimise effects on coastal processes.

Actions

- 2.10** Fund research into the coastal processes impacting on the Hastings foreshore (e.g. a coastal processes study).
- 2.11** Approach community groups such as the Hastings Yacht Club and Anglers Club, to undertake foreshore profiling.
- 2.12** Continue to monitor coastal infrastructure.

03.2



STRATEGIES FOR CULTURAL HERITAGE

03.2



THE FISHERMEN AT HASTINGS; FRED KRUGER 1831-1888, [CA. 1860-CA. 1880], STATE LIBRARY OF VICTORIA

3.3.1 Indigenous cultural heritage

In pre-European settlement times, the Mornington Peninsula formed part of the territory occupied by the Bunurong people. The Mornington Peninsula is occupied by the Boon Wurrung clan.

The available archaeological evidence suggests that the Boon Wurrung, or their ancestors, have occupied the area for at least the past 6,000 years.

Assistant Protector William Thomas, who assumed responsibility for protecting the Bunurong people in 1839, was able to record some of their favoured tracks and stopping places. The regular camping places that Thomas recorded were all about 5 kilometres from the coast, on the banks of creeks or near waterholes.

According to William Thomas, Bunurong numbers were rapidly depleted during the 1840s. By the 1850s, Thomas estimated that there were 28 or less Bunurong on the Mornington Peninsula. In the mid-1850s, most of the remaining Bunurong moved to a reserve at Mordialloc and a census of their numbers taken in 1863 revealed only eleven.

Boonwurrung people have traditional and ancestral links to this area. The Mornington Peninsula Shire understands it is vital to ensure these links are recognised. Mornington Peninsula Shires Reconciliation background paper also recognises the need to consult with the traditional owners of the Mornington Peninsula.

The HSCMP plan area is located in an area of Aboriginal Cultural Heritage Sensitivity. However, Aboriginal Affairs Victoria has advised that there are no registered Aboriginal cultural heritage places in the plan area; nor is there a Registered Aboriginal Party.

Issues

- ≈ Development and coastal erosion may affect cultural artefacts.
- ≈ Foreshore areas are often associated with significant cultural heritage sites. Accordingly development proposals on the foreshore are highly likely to require a Cultural Heritage Management Plan. Foreshore projects need to allow for this additional cost and time.

Objectives

- ≈ Improve community knowledge of the Boon wurrung culture and traditions.
- ≈ Protect areas of cultural significance.

Actions

- 3.1** Investigate options to undertake a Cultural Heritage Management Plan for the Hastings South Foreshore area.
- 3.2** Consider the interpretation of interpretive signage for historical features in alignment with the strategies outlined in section 3.5.6 - Signage.

03.3

STRATEGIES FOR RECREATION

3.3.2 European cultural heritage

The Hastings South Foreshore reserve is of historical value to the local area. The earliest hamlet, or collection of European people in the region appears to have been at Hastings, where fishermen camped in the 1850s.

The township of Hastings was gazetted in 1889 though it had been surveyed by 1866. By 1865 about 50 people were said to be living in Hastings.

The Hastings foreshore is significant in the local areas development and early exploitation of Western Port.

Sealers had been located in Western Port from about 1801, with pastoralists arriving in the late 1830s. Hastings developed as a fishing community and was settled in the early 1840s. By the time the town was officially surveyed, there were several fisherman's cottages in the area.

The historical fisherman's shed at the base of the Hastings pier and pier itself are said to date from around 1864. The shed was used for storing and packing fish, as well as the ice in which the fish was packed for transport.

The first regular ferry service in Western Port began in 1868 when the steamer Eva, which was propelled by paddles and sails, arrived and carried passengers between Hastings, Corinella and Grantville, with calls at San Remo and Cowes.

By 1892, when the Victorian Government conducted an inquiry into the fishing industry, there were some 100 fishing boats based at Hastings and working in Western Port.

Hastings Pier

The Hastings pier supports a wide range of uses including walkers and general recreation users, anglers and boaters. The pier has a long history and is of local historical, social and archaeological significance. Dating from 1864, the pier was the main entry point into the Hastings township until road alternatives were developed. It was used for fishing, the transport of people and goods as well as passive recreational purposes.

The original structure has been modified during the past 150 years and little of the original structure remains intact. However, these modifications do not detract from its historical significance.

Recently, Parks Victoria have replaced the pier's aging timber end section with new timber and have added a floating pontoon boat boarding deck to improve access and safety from boat to pier.

Objectives

- ≈ Protect and enhance the heritage values of the Hastings foreshore.
- ≈ Recognise the importance of the Hastings foreshore in the history and development of the Western Port region.
- ≈ Apply best practice in the development of heritage policies and management actions.
- ≈ Ensure that conservation of heritage values occurs in a co-ordinated and holistic fashion.

Actions

- 3.3** Develop a Conservation Management Plan for the Hastings foreshore including a review of the existing Heritage Overlays to determine the advantages of integrating the controls into an historic precinct.
- 3.4** Investigate potential for interpretive signs and/or public art that reflects the heritage of the area.

3.4.1 Recreation areas and activities

The Hastings South Foreshore is an important boating precinct, but also accommodates a range of other activities and is an important component of the wider Hastings Town Centre.

The main recreational areas and uses other than those associated with boating are described below.

Foreshore parkland

The foreshore parkland area is an open informal park available for a range of unstructured outdoor recreation activities. The parkland is currently quite visually barren. This could be improved significantly through investment in landscaping and park infrastructure to make the space more appealing and useful for recreational activities. The space available and the inherent coastal character of the area represent major opportunities.

An informal crushed rock path (part of the Western Port Trail) meanders through the open parkland in a general north/south direction. Apart from a clustered band of vegetation that exists along the northwest boundary of the Marina, only scattered trees exist in the park with no real structure or formal landscaping.

Warringine Park

Although outside the plan area, the Warringine parklands are worthy of mention. The parklands have internationally significant environmental values, demonstrated by its status as a RAMSAR wetland. Access to a popular boardwalk is from the southern section of the HSCMP area along the Western Port Trail that traverses the site in a north/south direction.

Managed primarily for conservation purposes, the park provides wonderful opportunities for passive recreational activities and has walking tracks through the coastal and creek sections. The walking track makes up a section of the Western Port Trail.

The salt marsh and mangroves of Western Port are some of the least disturbed and most diverse in southern Australia. They are a feeding and breeding ground for local and migratory birds and the mangroves provide a nursery for a wide range of marine animals.

Community and service groups

Several community and service groups are located on the Hastings foreshore. Some of these uses are coastal dependant while others are not. The active clubs and service groups identified on the foreshore include:

- ≈ Hastings Yacht Club
- ≈ Western Port Angling Club
- ≈ Dolphin Research Institute
- ≈ Volunteer Marine Rescue and Coast Guard

The individual clubs provide a valuable community service by providing recreational opportunities for groups within the community. The Victorian Coastal strategy contains the policy:

Provision or improvement of buildings and infrastructure on coastal Crown land is confined to structures and facilities providing significant net community benefit and to those whose functionality depends on them being near the water.

In line with this policy, the activities of the above clubs and organisations can be supported.

Of the above clubs, only the Wester Port Angling Club is located within the HSCMP area, in a building situated adjacent to the boat ramp trailer parking area. In the past there have been discussions to demolish this building and seek alternative accommodation for the club. However, this HSCMP envisages the retention of the building and maintaining this as the accommodation for the Angling Club.

STRATEGIES FOR FACILITATING SAFE ACCESS AND USE

03.4

Walkway on northern Marina Arm

There is potential for a wharf/walkway along the northern Western Port Marina arm. This could provide an additional foreshore 'attraction' that enables a promenade for visitors, improves the visual presentation of this edge of the harbour and offers better access to views across Western Port. However, there will be a number of impediments that will need to be overcome and initially this matter can only be listed as an item for investigation.

Issues

- ≈ The foreshore does not have a beach and there is limited direct public access to a passive waterside area, i.e. one not occupied by an existing use (whether; Hastings Yacht Club, Western Port Marina or boat ramp).

Objectives

- ≈ Enhance the overall attractiveness and function of the area for general recreation, while recognising the importance of the precinct as a boating area.
- ≈ Improve public access and public safety in regard to the area's recreational opportunities.
- ≈ Reduce conflict between boating and other uses.

Actions

- 4.1** Develop a Landscape Master Plan for the foreshore.
- 4.2** Seek funding for the staged implementation of the Landscape Master Plan.
- 4.3** Connect and resurface the Western Port Trail from Pelican Park to Warringine Park.
- 4.4** Improve visual amenity through soft and hard landscape improvements.
- 4.5** Review the provision of seating along the foreshore area and provide for upgrades, repairs and additional seating as required.
- 4.6** Consider design options for the edges of the Hastings Yacht Club area.
- 4.7** Investigate a public 'micro park' between the pier and the Hastings Yacht Club, along the water's edge, to provide a public recreation space in this location.
- 4.8** Investigate the feasibility of a wharf/walkway along the northern marina breakwater.

3.5.1 Access for pedestrians and cyclists

The HSCMP area is intrinsically linked to the Hastings Activity Centre. There is a need to 'bring the town centre and the foreshore closer together' through pedestrian linkages that maximise pedestrian movement in and around the activity centre and foreshore. This should also encourage alternate modes of transport such as cycling. The improvement of the design of public spaces will contribute to its overall attractiveness for pedestrians and cyclists.

Pedestrian movement between High Street and the foreshore needs ongoing encouragement. This should include improving pedestrian access across the intersection of High Street and Marine Parade. A high quality shared pathway should provide the Western Port Trail's 'missing link' from the Fred Smith Reserve in the north to the Warringine Park in the south.

Issues

- ≈ There is an absence of clear pedestrian linkages between the HSCMP foreshore and the Activity Centre, reinforced by no formal pedestrian crossing points on Skinner Street or Salmon Street (south of Herring St).
- ≈ No formal connection for pedestrians between the path south of the yacht club and the path north of the pier.
- ≈ Pedestrian activity should be minimised around vehicle intensive areas such as the boat ramp where vehicles with trailers are often reversing, to reduce the potential conflict between pedestrians and cars.
- ≈ A lack of cycle parking at key destinations.
- ≈ The informal pedestrian path surface is not suitable for skateboards, scooters and other such vehicles, but is a direct route to the skate park and is part of the Western Port trail.
- ≈ Pedestrian access through the site is not sufficiently separated from vehicle movements in car parks.

Objectives

- ≈ Reduce the potential for conflict between cyclists, pedestrians and vehicles.
- ≈ Create a safe and high quality pedestrian and bicycle environment in the HSCMP area.
- ≈ Improve pedestrian and bicycle access between the foreshore and the Activity Centre.
- ≈ Increase alternative modes of transport such as cycling and walking.
- ≈ Improve the safe and efficient flow of pedestrians, bicycles and vehicles in the area.

Actions

- 5.1** Complete and improve the north-south connection of the Western Port Trail and its links to the pedestrian/bicycle network of the Hastings Activity Centre.
- 5.2** Include the location of bicycle parking facilities in any landscape master plan for the foreshore area.
- 5.3** Provide cycle parking at strategic points to encourage the use of bicycles.

3.5.2 Traffic

A key planning challenge for the Hastings foreshore is access management — safe traffic movement and adequate separation between pedestrians and vehicles in particular. Aspects of the current layout are inefficient and confusing. Congestion at peak times, especially around the boat ramp, needs ongoing management.

Use and associated vehicular movements into the foreshore reserve needs to be examined in terms of functional use for cars, cyclists and pedestrians. How this entry will be treated in the future needs to be considered in terms of reducing vehicular traffic on the foreshore.

03.5



This will be a consideration of the town Centre Structure Plan prepared for Hastings.

There is a current proposal to site an 'Otama submarine visitor precinct' on the 'outside' of the Marina's southern breakwater. The proposal is still in its early stages and its outcome is uncertain. However, if successful the proposal may have implications for the HSCMP area in terms of vehicle/pedestrian/bicycle movements and access, and the related need for infrastructure upgrades.

Finally, many users of the Hastings South Foreshore are recreational boaters. A high number of these come from the south east growth areas of Melbourne. These users primarily travel down Marine Parade to the boating precinct. The different patterns of access to the foreshore need to be considered in planning for the area.

Issues

- ≈ Lack of controlled pedestrian crossings across Skinner Street to facilitate safe pedestrian access between the town centre and the foreshore.
- ≈ Poor traffic circulation in the car parks and congestion at the boat ramp.
- ≈ Access and connectivity are compromised by vehicular traffic congestion and parking.

Objectives

- ≈ Improve pedestrian connection between Marine Parade and Warringine Park.
- ≈ Improve traffic connection, circulation and car parking congestion.

Actions

- 5.4** Prepare a coordinated transport plan for the area, including traffic surveys to improve available data for decision making. Set out clear parking areas and traffic circulation routes, and delineate pedestrian space with walking paths that have direct connections with focal points.

- 5.5** Prepare a car park layout plan for the area.
- 5.6** Investigate the possibility to establish shared use paths.
- 5.7** Provide cyclist parking at all key locations and close to facilities such as BBQs and toilets.

3.5.3 Access for people with limited mobility

Mornington Peninsula Shire's public foreshores present unique opportunities and challenges for people with limited mobility. The Hastings foreshore is among the most accessible for people with limited mobility as there are no steep cliffs, no sand, few obstacles and easy vehicular access points.

The Mornington Peninsula Shire has almost 5000 residents with a physical disability. Added to this is the association between limited mobility and ageing. By 2021 it is estimated the Shire will have a population of approximately 34,100 people aged 70 years and over - which equates to more than 17 per cent of the total population. Hence, planning for the needs of older and less mobile people and those with disabilities within the Shire is more important than ever.

The Shire also has a high and growing proportion of young families with prams, strollers and young children.

Mornington Peninsula Shire's Health and well-being plan (2003) found that equal access to recreational opportunities and public open space enhanced quality of life. In 2013, the Shire adopted the Disability Action Plan 2013 - 2017. This document seeks to improve access to foreshore reserves for people with a disability.

Having access to coastal areas is also one of the outcomes from the 2010 - 2020 National Disability Strategy to create inclusive and accessible communities. The stated outcome of the strategy is for 'people with disability to live in accessible and well-designed communities with opportunity for full inclusion in social, economic, sporting and cultural life'.

Mornington Peninsula Shire recognises the importance of providing a high-quality coastal experience for all ages and abilities where possible.

A ring road around the Hastings Town Centre to reduce vehicular traffic in High Street, as envisaged in the Hastings Town Centre Structure Plan, would assist with overall traffic management.

Objectives

- ≈ Promote a high standard of community and disabled access.
- ≈ Improve the safety and condition of designated access tracks along the foreshore.
- ≈ Provide rest areas along foreshore walks.

Actions

- 5.8** Implement the actions from Council's Disability Action Plan 2013-2017, as appropriate.
- 5.9** Review the provision of seating in the foreshore area and provide for upgrades, repairs and additional seating as required.

3.5.4 Dogs

Dog walking is very popular along stretches of the Hastings foreshore. Proper exercise of pets can reduce instances of nuisance pet complaints such as barking and wandering. Equally, dog walking is an important opportunity for exercise, recreation and social connection for pet owners.

While many of the Shire's foreshores provide great opportunities for dog walking, it is important to recognise there are places and times when it is not appropriate to have dogs on foreshore reserves. This includes the potential for dogs to cause a nuisance during peak summer time when the foreshore can be crowded. It is also important to avoid having dogs off-leash in ecological Interface areas, particularly near significant nesting sites for native fauna.

The Hastings South Foreshore has not been designated as 'off-leash'. There are no signs in the plan area indicating the status of the open space in terms of dog walking.

At all times, dog owners must be responsible for picking up after their pets and ensuring they have effective control of their animal(s).

All dogs must be on a leash in public places unless they are being exercised in a designated leash-free zone.

Objectives

- ≈ Continue to regulate pet owners who exercise with their dogs in foreshore areas in accordance with foreshore regulations, the Domestic Animals Act 1994 and Orders of Council.
- ≈ Encourage responsible pet ownership.

Issues

- ≈ No signage exists to inform the public what restrictions are on dog walking in the area.

Actions

- 5.10** Install signage to advise dog owners of the leash status of the reserve. This signage should be considered as part of an overall signage strategy in accordance with Section 3.5.6 - Signage.

3.5.5 Litter and rubbish dumping

Litter and rubbish dumping is detrimental to the foreshore environment. It detracts from the foreshore's aesthetic qualities and can present a serious risk to public health as well as to wildlife that may ingest or become tangled in foreign materials.

Litter at Hastings foreshore comes in all forms from a number of sources. It can wash up from storm water drainage throughout Western Port including local outfalls and creek mouths. It may also be carried by wind or be the result of careless individuals. Litter discarded afar and at sea by boat users and the shipping industry is also brought to shore through currents and tidal dynamics.

A particular issue on most foreshores is litter from recreational and commercial fishing (e.g. fishing line and lures). The remains from fish cleaning is another form of litter and needs to be managed by the Shire. Illegal dumping of large objects may also occur within our foreshore reserves.

"Litter detracts from the foreshore's aesthetic qualities and can present a serious risk to public health as well as to wildlife."

"Emergency incidents can happen at any time and in any location."

03.5

The Shire's cleaning program addresses routine litter removal along the Hastings foreshore by either mechanical means or by hand. In addition to this program, the cleansing team will respond to calls for a hand clean in response to concerns raised by the community through the Customer Service Centre.

The Shire provides 5 rubbish bins on the foreshore reserve clustered around the boat ramp between the HYC and the marina.

The fish cleaning tables have the following cleaning schedule:

- ≈ Off Peak - 4 times per week
- ≈ Tourist Periods - Daily

Issues

- ≈ Fish remains discarded into the water surrounding the public boat ramp are unsightly and a possible health risk.
- ≈ Funding is an ongoing requirement to manage litter and any instances of illegal rubbish dumping on the Hastings foreshore.

Objectives

- ≈ Reduce the amount of litter that washes up on the foreshore from the sea and drainage outfalls.
- ≈ Reduce incidents of rubbish dumping.
- ≈ Provided improved access for maintenance vehicles and garbage trucks.

Actions

- 5.11** Actively support campaigns and actions aimed at reducing litter, particularly if an opportunity emerges for direct application within the Hastings south foreshore.
- 5.12** Consider the requirements for maintenance vehicles in developing and implementing any plans for improved traffic, parking and access.
- 5.13** Review provision of fish cleaning tables.

3.5.6 Signage

Signage is currently used on the Hastings foreshore for a variety of purposes, including:

- ≈ Notification of relevant by-laws and in support of enforcement of by laws.
- ≈ Warning of potential hazards.
- ≈ Associated with boating facilities.
- ≈ Historical features.
- ≈ Information and directions.
- ≈ RAMSAR interpretive signs relating to water birds.

Signage is important in providing direction to the different foreshore areas and improving efficiency of movement in and around the site. A Parking and traffic management study prepared by ARUP in 2002 has recommended that existing signage is replaced with a foreshore activity approach that provides signage that directs visitors to the most appropriate access point for their purpose.

New boat ramp signage has been installed in late October 2013.

Issues

- ≈ While signage can be useful for all of these purposes, too much signage or signage that detracts from the areas aesthetics is also a concern expressed in our local communities.
- ≈ Some foreshore signage may be redundant or in poor condition.

Objectives

- ≈ Ensure that signage is kept to the minimum necessary to inform and for enforcement purposes.
- ≈ Consider the height, material used and siting of signage to minimise visual impacts without compromising the need for the message.
- ≈ Install signage in a coordinated manner. Wherever possible, consider placing multiple messages on one well-designed and well-situated sign.

- ≈ Audit signage regularly. Illegible and redundant signage should be removed or replaced.
- ≈ Use signage to notify and protect the public from risk (this may include the installation of temporary signage and/or closure of areas through temporary or permanent fencing as required).

Actions

- 5.14** Audit the existing signage on the foreshore to determine what signage is required.
- 5.15** Consider opportunities to improve the quality of signage of the foreshore through improved design, sighting and inclusion of multiple messages into a single sign where possible.
- 5.16** Remove or replace illegible and redundant signage as required.
- 5.17** Initiate a working group to address signage in a coordinated manner on the foreshore. This group should include community representatives and groups interested in installing interpretive signage.

3.5.7 Emergency management and planning

Emergency incidents can happen at any time and in any location. The foreshores are a natural rather than a controlled environment and it is important to maintain them as such. While no amount of action can completely remove the risk of an emergency incident occurring on our foreshores, we can work towards having the best reporting procedures in place and providing access for attending vehicles and crews where appropriate.

Incidents that may arise in a coastal location such as Hastings include:

- ≈ Water quality issues
- ≈ Acid sulphate soil disturbance
- ≈ Boating incidents such as groundings or collisions
- ≈ Car accidents

- ≈ Attending to venomous bites (jellyfish, snakes etc.)
- ≈ Attending to abrasions from break walls
- ≈ Water rescues

Issues

- ≈ Provision of access for emergency vehicles in over-crowded car parks.
- ≈ Difficulty identifying incident locations on public land, which can delay the emergency response.
- ≈ Reporting channels and response for water quality issues.

Objectives

- ≈ Minimise public health risks for foreshore users.
- ≈ Reduce the possibility of delays in emergency response times.
- ≈ Improve suitable access for emergency services and improved identification of locations on public land.
- ≈ Improve reporting monitoring and education around incidents and processes.

Actions

- 5.18** Implement the Emergency Services Telecommunications Authority Emergency Marker Program on Hastings foreshore.
- 5.19** Provide for emergency vehicle access to the Hastings foreshore.
- 5.20** Continue to include government agencies and volunteer emergency rescue providers that operate on our foreshores in consultation processes including; Volunteer Marine Rescue and Coast Guard, State Emergency Service and Country Fire Authority.

03.5

STRATEGIES FOR INFRASTRUCTURE AND BUILDINGS

3.6.1 Car parking

Car parking at the Hastings South Foreshore is provided in the car parking areas surrounding the Hastings Yacht Club and at the boat ramp. The Western Port Marina also has approximately 250 car parks within its lease area.

An investigation into improvements to the car parking layout of both the Pelican Park car park and the boat ramp trailer car park is required to improve efficiency, capacity and amenity. The study should look at optimising the supply of car and trailer parking while also providing for pedestrian access and considering other modes of transport such as bicycles and public transport.

A parking and traffic management study was carried out by ARUP in 2003 for the HSCMP area. The study recommends new access points to the boat trailer car park via an extension of Herring St and new shared access to the marina via Mullet Street. Any future Integrated Transport Plan for the area should review this study.

Issues

- ≈ Car parking could be more efficient.
- ≈ Areas of the foreshore are visually dominated by the car parking hard standing.
- ≈ Car parking areas often abut the water and take up the prime location in the reserve.
- ≈ During peak times the car parks become congested, creating localised traffic congestion.

Objectives

- ≈ Improve the layout of car parking areas to improve efficiency and traffic movement.
- ≈ Include best practice water sensitive urban design in the upgrade of car parks.
- ≈ Consider emergency and maintenance vehicles access in any foreshore car park upgrades.
- ≈ Require all new and expanded commercial development or uses (e.g. ferry services, fishing charters, etc) to consider parking impacts and alternatives such as off site parking.
- ≈ Provide primary access to the boat ramp via Herring Street.

Actions

- 6.1** Investigate optimal car parking layout as part of a wider Integrated Transport Plan.
- 6.2** Consider the capacity and provision of car and trailer parking with regard to the efficient use of the boat ramp.
- 6.3** Investigate construction of the Pelican Park car park.
- 6.4** Investigate construction of the boat ramp car and trailer park.

STRATEGIES FOR CLIMATE CHANGE

03.6

3.6.2 Toilet facilities

The provision of clean and sufficient numbers of toilet facilities has been identified as an important part of providing a high-quality coastal experience.

There is one public toilet block located in the Anglers Club building within the study area. The Marina and the yacht club both have their own facilities. More public toilets are available just to the north of the study area, in the Pelican Park building.

In March 2012, Council adopted the Shire's Public Toilet Strategy to provide a framework for the provision and refurbishment of the 134 public toilets on the Peninsula.

Of the public toilet blocks located within the Hastings South Foreshore reserve none are identified in the strategy as requiring works.

The Hastings Foreshore toilets are currently cleaned according to the following schedule:

- ≈ Off Peak - 1st May to 31 October - 4 times per week
- ≈ Tourist Period - 1 November to 30 April and Public Holidays - Daily
- ≈ Peak Tourist - 20 Dec to 31 January - Twice daily

High level cleaning (i.e. requiring scaffolding, elevated work platforms etc to complete) is programmed on an annual basis for the Hastings Foreshore.

Issues

- ≈ The high number of visitors to the Hastings Foreshore places substantial pressure of toilet facilities.
- ≈ Lighting of public toilets needs to be considered.
- ≈ Cleanliness of the facilities may be an issue at times.

Objectives

- ≈ In time, improve the number and standard of public toilet blocks on the foreshore with a building design that is more accessible, robust, efficient and sympathetic to its coastal setting as per the adopted Public Toilet Strategy.
- ≈ Ensure that cleansing and maintenance of foreshore public toilet blocks are able to cope with high demand.

Actions

- 6.5** Audit the toilet facilities on the foreshore reserve, taking into consideration those facilities outside the plan area, to determine if additional facilities are required in the context of the increasing use of the foreshore and its boating facilities.

3.6.3 Wifi

The Western Port Chamber of Commerce and Industry is seeking to install wifi infrastructure on the foreshore to provide a free wifi network covering the coastal promenade to the community. Council is generally supportive of this project.

03.7

The Mornington Peninsula Shire has been preparing for the potential impacts of climate change for more than a decade.

The Shire's approach has been driven by the Sustainable Peninsula Initiative, developed in conjunction with the community in 2001.

This initiative ensures that sustainability principles are incorporated into the Shire's operations.

STRATEGIES FOR COMMERCIAL OPERATORS, TOURISM & EVENTS

03.7

Key aspects of the approach have included reducing the Shire's greenhouse gas emissions (mitigation) and vulnerability to the potential effects of a changing climate (adaptation).

The report, *Impacts of climate change on human settlements in the Western Port region: an integrated assessment* (Justus & Kinrade 2008) informs the Shire's policies. This report identifies the potential climate change impacts on our region over the next 70 years. The main areas of concern include longer and more severe droughts, increased intensity when it does rain, increases in average temperature, sea-level rise, higher-fire-risk weather and more frequent and intense rain.

The Victorian Coastal Strategy 2014 requires authorities to plan for a sea-level rise of 0.8m by 2100, taking into account local conditions and other contributing factors, in making decisions for coastal areas. Development subject to potential impacts should be avoided unless it is designed to be appropriately protected from climate change effects and/or the expected design life is within the timeframe of potential effects.

Issues

- ≈ The HSCMP area is low lying with generally no point above 3m AHD. This makes it susceptible to coastal inundation from future sea level rise and storm surges.
- ≈ Climate change is likely to impact on foreshore areas and associated infrastructure through increased storm impacts, erosion and coastal inundation.
- ≈ While there is increasing certainty around climate science, there is still much to know and learn about how climate change will affect our foreshores.
- ≈ The Shire needs to prepare for climate change, although we also need to exercise best-practice decision making to avoid maladaptation.
- ≈ Roles and responsibilities between tiers of government require further clarification with regard to responsibilities and management of climate change impacts.

Objectives

- ≈ Continue to develop strategies to mitigate greenhouse gas outputs within the Mornington Peninsula Shire.
- ≈ Be a leading Council by proactively participating in research to determine best-practice decision making for climate change.
- ≈ Avoid maladaptation to climate change.
- ≈ Plan for a sea-level rise of 0.8m by 2100.
- ≈ Avoid development where the impacts of climate change cannot be avoided and the design life of the project extends beyond 2100.

Actions

- 7.1** Advocate for a whole-of bay approach to climate change information and impact management through the Association of Bayside Municipalities.
- 7.2** Participate in projects such as Coastal Adaptation Decision Pathways (Australian Government) and Future Coasts (Victorian Government).
- 7.3** Continue to engage with the community regarding the outcomes of these projects and new information as it becomes available with emphasis on how this information may be useful to our community.

03.8

Given its important role for recreational boating, Hastings South Foreshore has limited scope for foreshore activities, events and commercial operations in the vicinity of the boat ramp. However, there is scope for such activities, events and operation in the vicinity of the pier.

It is noted that there is currently a proposal to site an 'Otama submarine visitor precinct' on the outside of the Marina's southern breakwater. This proposal is still in the early stages of assessment and sits outside the area and scope of this plan. However, it is important to note that - if approved - the proposal would be an important tourism attraction.

Objectives

- ≈ Encourage the use of the foreshore for appropriate activities, events and commercial operations.
- ≈ Minimise conflict between foreshore users, with priority given to boating.
- ≈ Seek opportunities to work collaboratively with community leaseholders to improve building footprints and design.
- ≈ Ensure that commercial operators pay fair commercial rates for the use of public land.
- ≈ Ensure that private operations are assessed in terms of their net benefit to the community.
- ≈ Given the importance of tourism to the Mornington Peninsula, Hastings' foreshores should cater for tourism.

Actions

- 8.1** Develop a strategy for interpretive and directional signage throughout the foreshore area.
- 8.2** Use event registration and a coordinated booking system for the foreshore areas.
- 8.3** Prepare and implement a Shire wide policy for commercial uses on Shire managed foreshore reserves.
- 8.4** Consider opportunities to increase tourism potential in foreshore areas not directly affecting the boat ramp.

STRATEGIES TO BUILD COMMUNITY AWARENESS & INVOLVEMENT

03.9

3.9.1 Volunteer groups and activities

A number of volunteer groups, including local school children, friends and environmental groups, can help manage the foreshore through a variety of activities such as participating in re-vegetation initiatives and 'clean up' days.

These groups would add significant value to the conservation of the foreshore reserve, as well as inject community pride and local responsibility for their public asset.

Issues

≈ Volunteer groups require support and assistance

Objectives

≈ Provide support and acknowledgment for activities proposed by volunteer groups that benefit the foreshore

Actions

- 9.1 Help volunteer groups identify appropriate sites for works, such as litter removal, weeding and re-vegetation that are coordinated with Shire work programs and proposals and do not compromise safety or function.
- 9.2 Help volunteer groups find locations that provide opportunities for re-visiting and monitoring progress on re-vegetation projects.
- 9.3 Seek opportunities to showcase and reward the work of volunteers that contribute to our foreshores.
- 9.4 Keep volunteer groups informed of developments and involved in consultation in an integrated manner.
- 9.5 Provide platforms to assist volunteer groups to recruit members through the Shire's Volunteering Mornington Peninsula Program.



A

Appendix A

ACTION PLANNING

ACTION PLANNING

The following table summarises the actions contained in this Coastal Management Plan. It is noted that implementation of many individual actions will need to be considered as part of Council's annual budget and capital works decision-making processes, and its pursuit of other sources of funding such as grants or donations. Given this wider context, it should be appreciated that adoption of this Coastal Management Plan by Council is not a guarantee that all actions will be, or should be, undertaken exactly as set out below.

PRIORITIES

The priorities set in this action table are indicative only, given that they may be overridden by priorities within related funding programs and budgeting and resourcing constraints of the wider organisation.

INDICATIVE COST

The indicative cost range for each action is provided for budget guidance for Council only. The costs of individual actions may vary depending on construction methods, materials, service and infrastructure costs and the like, and may vary over time.

LEGEND

High	1 year to commence
Medium	2 years to commence
Low	3 years to commence
3+	More than 3 years to commence (outside scope of business plan)
Ongoing	Action is ongoing
n/a	No budgetary requirements
O.A.	Accounted for in another action

ACTION		PRIORITY	INDICATIVE COST RANGE	NOTES/COMMENTS
BOATING				
1.1	Liaise with the Hastings Foreshore Advisory Group to provide advice on the boating needs of the community.	Ongoing	n/a	
1.2	Commission a comprehensive and reliable demand and capacity study to inform investment in infrastructure.	High	n/a	Part of current MPSC <i>Boat Ramp Demand and Capacity Study</i>
1.3	Increase efficiency at boat ramps by implementing a staged capital works program to improve the flow of traffic and parking layout.	3+	See action 6.4	To be informed by action 5.4
1.4	Apply for State Government funding to improve public boating infrastructure.	Ongoing	n/a	State Government funding will be applied for, when it is made available
1.5	Investigate options to improve public access to the waterfront.	High	See action 4.1	
1.6	Investigate options to extend and deepen the boat ramp.	Medium	150k - 175k	External funding sources will be applied for, when they are made available
1.7	Monitor the success of the new boat ramp ticketing system.	Ongoing	n/a	
1.8	Investigate and formalise the lease agreement with the yacht club for the use of the strip of land between the yacht club and the seawall.	High	n/a	Discussions are underway between Council and the HYC
NATURAL SYSTEMS				
2.1	Promote the foreshore's ecological values through grant applications and collaborative approaches to management.	Ongoing	n/a	External funding sources will be applied for, when they are made available
2.2	Investigate a report to identify and monitor local fauna populations.	Low	10k - 15k	
2.3	Install and monitor nest boxes throughout the foreshore, particularly in the areas lacking natural hollows.	Medium	4k - 5k	
2.4	Revegetate areas on the foreshore, where the intent is to create further habitat for locally indigenous species. Revegetation should correspond to the areas identified in the Interface area of this plan.	High	120k - 140k	Natural Systems have commenced work on revegetation of the Interface area
2.5	Prepare an overall landscape plan for the foreshore.	High	O.A	See action 4.1
2.6	Provide a landscaped buffer around the mangrove area.	High	O.A.	See action 2.4
2.7	Provide a 'green link' habitat corridor through the HSCMP area to allow fauna to move through the site.	High	O.A.	See action 2.4
2.8	Provide a landscaped edge to Skinner Street.	Low	O.A.	See action 4.1
2.9	Provide public information and interpretive signs on the environmental values of the area in accessible locations and better protect areas where inappropriate access is occurring.	Low	4k - 6k	
2.10	Fund research into the coastal processes impacting on the Hastings foreshore (e.g. a coastal processes study).	Low	30k - 50k	External funding sources will be applied for, when they are made available
2.11	Approach community groups such as the HYC and Anglers club, to undertake foreshore profiling.	Ongoing	n/a	
2.12	Continue to monitor coastal infrastructure.	Ongoing	n/a	

ACTION
PLANNING
CONTINUED

ACTION		PRIORITY	INDICATIVE COST RANGE	NOTES/COMMENTS
CULTURAL HERITAGE				
3.1	Investigate options to undertake a cultural heritage management plan for the Hastings South foreshore areas.	Medium	n/a	Will be include in the cost of works that require a CHMP
3.2	Consider the installation of interpretive signage for historical features in alignment with the strategies outlined in section 3.5.6 - Signage.	Low	O.A.	See action 3.4
3.3	Develop a heritage management plan for the Hastings foreshore including a review of the existing Heritage Overlays to determine the advantages of integrating the controls into an historic precinct	Low	10k - 20k	
3.4	Investigate potential for interpretive signs and/or public art that reflects the heritage of the area.	Low	10k - 20k	
RECREATION				
4.1	Develop a Landscape Master Plan for the foreshore.	High	40k - 60k	
4.2	Seek funding for the staged implementation of the Landscape Master Plan.	Low	50k - 100k (Stage 1)	
4.3	Connect and resurface the Western Port Trail from Pelican Park to Warringine Park.	Medium	10k - 15k	
4.4	Improve visual amenity through soft and hard landscape improvements.	High	O.A.	See action 4.1
4.5	Review the provision of seating along the foreshore area and provide for upgrades, repairs and additional seating as required.	High	O.A.	See action 4.1
4.6	Consider design options for the edges of the HYC area.	High	O.A.	See action 4.1

4.7	Investigate a public micro 'park'/forecourt' space between the pier and the Hastings Yacht Club, along the water's edge, to provide a public recreation space in this location.	High	O.A.	See action 4.1
4.8	Investigate feasibility of a wharf/walkway along the northern marina breakwater.	High	5k - 10k	See action 4.1
SAFE ACCESS AND USE				
5.1	Complete and improve the north-south connection of the Western Port Trail and its links to the pedestrian/bicycle network of the Hastings Activity Centre.	High	O.A.	See action 4.3
5.2	Include the location of bicycle parking facilities in any landscape master plan for the foreshore area.	High	O.A.	See action 4.1
5.3	Provide bicycle parking at strategic points to encourage the use of bicycles.	Low	1k - 2k	
5.4	Prepare an Integrated Transport Plan for the area, including traffic surveys to improve available data for decision making. Set out clear parking areas and traffic circulation paths, and delineate pedestrian space with walking routes that have direct connections with focal points.	High	20k - 30k	Integrated Transport Plan to be prepared in conjunction with Landscape Master Plan (action 4.1)
5.5	Prepare a car park layout plan for the area.	High	O.A.	See action 5.4
5.6	Investigate the possibility to use shared use paths.	High	O.A.	See action 5.4
5.7	Provide cyclist parking at all key locations and close to facilities such as BBQs and toilets.	Low	O.A.	See action 5.4
5.8	Implement the actions of Council's Disability Action Plan 2013 - 2017, as appropriate.	Ongoing	n/a	
5.9	Review the provision of seating in the foreshore area and provide for upgrades, repairs and additional seating as required.	Medium	10k - 20k	Ensure a consistency of styles
5.10	Install signage to advise dog owners of the leash status of the reserve. This signage should be considered as part of an overall signage strategy in accordance with Section 3.5.6 - Signage.	Low	O.A.	See action 5.14
5.11	Actively support campaigns and actions aimed at reducing litter, particularly if an opportunity emerges for direct application within the Hastings south foreshore.	Ongoing	n/a	
5.12	Consider the requirements for maintenance vehicles in developing and implementing any plans for improved traffic, parking and access.	High	O.A.	See action 5.4
5.13	Review provision of fish cleaning tables.	Medium	n/a	
5.14	Audit the existing signage on the foreshore to determine what signage is required.	Medium	10 - 15k	
5.15	Consider opportunities to improve the quality of signage of the foreshore through improved design, sighting and inclusion of multiple messages into a single sign where possible.	Medium	O.A.	See action 5.14
5.16	Remove or replace illegible and redundant signage as required.	Medium	5k - 10k	See action 5.14
5.17	Initiate a working group to address signage in a coordinated manner on the foreshore. This group should include community representatives and groups interested in installing interpretive signage.	High	O.A.	See action 5.14

ACTION PLANNING CONTINUED

ACTION		PRIORITY	INDICATIVE COST RANGE	NOTES/COMMENTS
5.18	Implement the Emergency Services Telecommunications Authority - Emergency Marker Program on Hastings foreshore.	High		Seek State government funding
5.19	Provide for emergency vehicle access to the Hastings foreshore.	Ongoing	O.A.	See action 5.14
5.20	Continue to include government agencies and volunteer emergency rescue providers that operate on our foreshores in consultation processes including; Volunteer Marine Rescue & Coast Guard, State Emergency Service and Country Fire Authority.	Ongoing	O.A.	See action 5.4
INFRASTRUCTURE AND BUILDINGS				
6.1	Investigate optimal car parking layout as part of a wider Integrated Transport Plan.	High	O.A.	See action 5.4
6.2	Consider the capacity and provision of car and trailer parking with regard to the efficient use of the boat ramp.	High	O.A.	See action 5.4
6.3	Investigate construction of the Pelican Park car park.	3+	1.5 - 2 million	To be informed by action 5.4
6.4	Investigate construction of the boat ramp car and trailer park	Low	500k - 1 million (Stage 1)	To be informed by action 5.4. State Government funding sources will be applied for, when they are made available. Total cost of action is approximately 2 - 3 million.
6.5	Audit the toilet facilities on the foreshore reserve, taking into consideration those facilities outside the plan area, to determine if additional facilities are required.	Medium	n/a	

CLIMATE CHANGE				
7.1	Advocate for a whole-of bay approach to climate change information and impact management through the Association of Bayside Municipalities.	Ongoing	n/a	
7.2	Participate in projects such as Coastal Adaptation Decision Pathways (Australian Government) and Future Coasts (Victorian Government).	Ongoing	n/a	
7.3	Continue to engage with the community regarding the outcomes of these projects and new information as it becomes available with emphasis on how this information may be useful to our community.	Ongoing	n/a	
COMMERCIAL OPERATORS, TOURISM AND EVENTS				
8.1	Develop a strategy for interpretive and directional signage throughout the foreshore area.	High	O.A.	See action 5.14
8.2	Use event registration and a coordinated booking system for the foreshore areas.	Ongoing	n/a	
8.3	Prepare and implement a Shire wide policy for commercial uses on Shire managed foreshore reserves.	High	n/a	
COMMUNITY AWARENESS AND INVOLVEMENT				
9.1	Help volunteer groups identify appropriate sites for works, such as litter removal, weeding and re-vegetation that are coordinated with Shire work programs and proposals and do not compromise safety or function.	Ongoing	n/a	
9.2	Help volunteer groups find locations that provide opportunities for re-visiting and monitoring progress on re-vegetation projects.	Ongoing	n/a	
9.3	Seek opportunities to showcase and reward the work of volunteers that contribute to our foreshores.	Ongoing	n/a	
9.4	Keep volunteer groups informed of developments and involved in consultation in an integrated manner.	Ongoing	n/a	
9.5	Provide platforms to assist volunteer groups to recruit members through the Shire's Volunteering Mornington Peninsula Program.	Ongoing	n/a	

APPROXIMATE COST ESTIMATES:

	High	Medium	Low
Total	185k - 240k	189k - 240k	615k - 1.2 million

Overall total for 3 year period = 1 - 1.5 million

B

Appendix B

PLANNING & LEGISLATIVE FRAMEWORK

Commonwealth legislation

Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act* 1999 delineates areas of federal and state responsibility for the natural environment. This Act defines the Australian Governments role in managing the environment as limited to matters of national environmental significance such as RAMSAR wetlands. The Act aims primarily to provide for the protection of the environment, promote ecological sustainable development and promote the conservation of biodiversity.

Native Title Act 1993 and Amendments

The purpose of the Native Title Act 1993 and its Amendments is to provide a national system for the recognition and protection of native title and for its co-existence with the national land management system.

Aboriginal and Torres Strait Islander Heritage Protection Act 1984

The purposes of this Act are the preservation and protection from injury or desecration of areas and objects in Australia and in Australian waters, being areas and objects that are of particular significance to Aboriginals in accordance with Aboriginal tradition.

Disability Discrimination Act 1992

The purposes of this Act are to eliminate, as far as possible, discrimination against persons on the ground of disability in the areas of: work, accommodation, education, access to premises, clubs and sport; and the provision of goods, facilities, services and land; and existing laws; and the administration of Commonwealth laws and programs; and to ensure, as far as practicable, that persons with disabilities have the same rights to equality before the law as the rest of the community; and to promote recognition and acceptance within the community of the principle that persons with disabilities have the same fundamental rights as the rest of the community.

State legislation, policy and plans

Coastal Management Act 1995

The *Coastal Management Act* 1995 provides for the coordinated strategic planning of Victoria's coastal resources. The Act establishes the Victorian Coastal Council (VCC) and three regional coastal boards to facilitate this process.

The Act requires an application for consent to use or develop coastal Crown land. When considering an application, the minister for Environment, Climate Change and Water must consider the consistency of proposals with the Victorian Coastal Strategy, relevant Land Conservation Council and Environment Conservation Council recommendations and relevant management plans and coastal action plans.

Crown Land (Reserves) Act 1978

The *Crown Land (Reserves) Act* 1978 provides for the reservation of Crown land for a variety of public purposes, the appointment of committees of management to manage those reserves, and for leasing and licensing of reserves for public purposes approved by the Minister for Environment and Climate Change.

Environment Protection Act 1970

The *Environment Protection Act* 1970 provides the legal framework by which environmental objectives, regulations and goals are established throughout the State for industry, commerce and the general public. The Act reflects the precautionary principle, the protection of intergenerational equity, the polluter pays principle, and the protections of biodiversity. It puts the responsibility for sound environmental management on Victorian businesses, communities and individuals. It aims to achieve greater environmental performance through shifting to collaboration and co-regulation as opposed to the traditional 'command and control'.

Flora and Fauna Guarantee Act 1988

The *Flora and Fauna Guarantee Act* 1988 incorporates a wide range of measures for conserving all Victoria's native plants and animals. Its broad aim is to prevent the extinction of any more plants and animals, both by saving those that are threatened and by preventing those that are currently secure from being threatened.

Heritage Act 1995

The *Heritage Act* 1995 provides protection and conservation of places and objects of cultural significance and the registration of these places. The Act protects all categories of historic cultural significance relating to non-Aboriginal settlements of Victoria.

Planning and Environment Act 1987

The *Planning and Environment Act* 1987 establishes State planning and land use processes including provisions for planning schemes for individual council areas. A planning scheme is a statutory document, which sets out objectives, policies and provisions relating to the use, development, protection and conservation of land in an area to which it applies.

A planning scheme regulates the use and development of land through planning provisions to achieve those objectives and policies. Every planning scheme includes the State Planning Policy Framework. The framework comprises general principles for land use and development in Victoria and specific policies dealing with settlement, environment, housing, economic development, infrastructure and particular uses and development.

The Local Planning Policy Framework sets a local and regional strategic policy context for a municipality including Crown land. It comprises the Municipal Strategic Statement and specific local planning policies.

Victorian Coastal Strategy 2014

The Victorian Coastal Strategy (VCS) is the state government's policy commitment for coastal, estuarine and marine environments in Victoria. It provides a long term vision for the planning, management and sustainable use of our coast, and the policies and actions Victorians will need to implement over the next five years to help achieve that vision.

The VCS 2014 is established under the Coastal Management Act 1995 and is the fourth VCS to be produced since 1997.

Aboriginal Heritage Act 2006

The Act was enacted to provide for the protection of Aboriginal cultural heritage in Victoria. It established Registered Aboriginal Parties to act as the primary guardians, keepers and knowledge holders of Aboriginal cultural heritage.

PLANNING & LEGISLATIVE FRAMEWORK CONTINUED

Coastal and regional policy and plans

Central Coastal Board and Coastal Action Plans

The Central Coastal Board provides strategic planning advice to the Minister for Environment, Climate Change and Water for the area of coast from Breamlea, which is the western boundary of the City of Greater Geelong to Andersons Inlet and the eastern boundary of Bass Coast Shire. Under the *Coastal Management Act 1995*, the Board may prepare Coastal Action Plans (CMPs) for its region or a part of its region.

CAPs help to implement the VCS at the regional scale. CAPs enable the board principles and priorities identified in the strategy to be further developed and applied at a sub-regional or issues-based level. They provide strategic direction for the future management of an area of coast by identifying necessary priorities, actions and outcomes.

Currently one CAP applies to the Hastings South foreshore reserve:

- ≈ The Recreational Boating Facilities Framework 2014 and Central Region: this lists Hastings South foreshore as a regional boating facility and proposes it as part of a wider State marine precinct.

Port Phillip and Westernport Catchment Management Authority and the regional catchment strategy

The Port Phillip and Westernport Catchment Management Authority (PPWCMA) promotes and coordinates improved land, water and biodiversity management throughout the Port Phillip and Westernport catchment.

The Port Phillip and Westernport regional catchment strategy, written by the PPWCMA, describes the natural assets of the region and how they are interrelated, and what needs to be done to manage and use the assets in a sustainable way.

Local Policy and Plans

Mornington Peninsula Planning Scheme

The Mornington Peninsula Planning Scheme sets out policies and controls for the use and development and protection of land within the municipality. The planning scheme is based on model planning provisions for Victorian called the Victorian Planning Provisions (VPPs), which allow for each municipality to insert certain local provisions.

The State Planning Policy Framework

The State Planning Policy Framework (SPPF) sets out the policies relevant to all across Victoria.

Clause 12.2 - Coastal Areas

The most relevant aspects of the SPPF for the planning of the Mornington foreshore is Clause 12.2 - Coastal Areas. This clause includes the following objectives:

- ≈ Protection of coastal areas: to recognise and enhance the value of the coastal areas to the community and ensure sustainable use of natural coastal resources.
- ≈ Appropriate development of coastal areas: to ensure development conserves, protects and seeks to enhance coastal biodiversity and ecological values.
- ≈ Coastal Crown land: to achieve development that provides and environmental, social and economic balance.
- ≈ Coastal tourism: to encourage suitably located and designed coastal and marine tourism opportunities.
- ≈ Bays: to improve the environmental health of the bays and their catchments.

For each objective a range of strategies and policy guidelines are identified.

Under 'appropriate development of coastal areas' and 'coastal Crown land', the policy guidelines include: 'Any relevant Coastal Action Plan or management plan approved under the *Coastal Management Act 1995* or *National Parks Act 1975*'.

Clause 13 - Environmental Risks

This includes Clause 13.01 - Climate Change Impacts, which has the following objective:

- ≈ Coastal inundation and erosion: to plan for and manage the potential coastal impacts of climate change.

The relevant strategy specifies the need to 'plan for sea-level rise of not less than 0.8 metres by 2100'.

The policy guidelines again include: 'Any relevant Coastal Action Plan or management plan approved under the *Coastal Management Act 1995* or *National Parks Act 1975*'.

Clause 17.3 - Tourism

Also relevant is Clause 17.3 - Tourism. This clause includes the following objective:

- ≈ Maritime precincts: to develop a network of maritime precincts around Port Phillip and Western Port that serve both local communities and visitors.

The relevant strategy identifies Hastings as one of the maritime precincts of this network.

Local Planning Policy Framework

The Municipal Strategic Statement of the Mornington Peninsula Shire Planning Scheme contains the following clauses that are most relevant to the Mornington Foreshore:

Clause 21.01 - The Mornington Peninsula Framework Plan

This Clause outlines the over-arching policy directions for planning the Mornington Peninsula, including:

Distinguishing between the Port Phillip foreshore as an area capable, in selected locations, of sustaining recreational opportunities for large numbers of people and Western Port and Bass Strait/Wild coast, which are more fragile environments, with greater sensitivity

to modification.

Clause 21.08 - Foreshores and Coastal Area

This includes the following objectives, as well as a range of strategies:

Objective 1: *To protect and enhance the natural ecosystems and landscapes of the coast for the benefit and enjoyment of present and future generations.*

Objective 2: *To achieve coordinated development of public and private facilities that increases the sustainable social, economic and recreational value of the coast and foreshore to the community.*

This Clause also outlines how strategies are implemented by applying planning controls (Zones and Overlays).

Clause 36.02 - Public Park and Recreation Zone

The Hastings South foreshore is all situated within the Public park and Recreation Zone (PPRZ).

This zone (like all zones and overlays) has a range of land use and development controls. It's purpose is:

- ≈ To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- ≈ To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.
- ≈ To recognise areas for public recreation and open space.
- ≈ To protect and conserve areas of significance where appropriate.
- ≈ To provide for commercial uses where appropriate.

Mornington Peninsula Shire Strategic Plan 2013-2017

The Shire Strategic Plan expresses the elected Council's vision, goals and priorities for the Mornington Peninsula Shire over the next four years, and includes strategies and actions that

PLANNING & LEGISLATIVE FRAMEWORK CONTINUED

the Shire and the community can take to help reach this vision.

The Plan identifies eight strategic goals. Goal 5 is 'Enhancing the coastal experience', which has the following objective:

- ≈ To protect and enhance opportunities to enjoy the coastal experience

The Western Port RAMSAR Strategic Management Plan 2003

Parks Victoria developed this Strategic Management Plan in conjunction with the then Department of Sustainability and Environment and key stakeholders.

The Strategic Management Plan for the Western Port Ramsar site is an integral component of a program to develop a comprehensive management framework for Victoria's Wetlands of International Importance (or 'Ramsar sites') listed under the Convention on Wetlands (Ramsar, Iran, 1971). The primary goal of the management framework is to maintain the ecological character of Victoria's Ramsar sites through conservation and wise use.

Safety and Environment Management Plan for the local waters of Western Port 2005

The Management Plan is intended to promote best practice safety and environmental performance across all aspects of local port activities and to encourage active management of the safety and environmental issues arising from port activities and operations for the benefit of employees, port users, neighbours and the wider Victorian community.

Parks Victoria intends to use this plan as a management tool to systematically examine the full scope of activities in the local port of Western Port and to ensure that the significant risks to safety and environmental management are identified and control measures are integrated into Parks Victoria's management and operating systems. Any identified gaps in controls will be addressed to minimise or eliminate risks.

Port Phillip and Western Port Regional Catchment Strategy 2004

The RCS provides a framework for effort, a funding guide, and a means of integrating policy. It offers a regional perspective and a way of engaging stakeholders.

It is a plan which will increasingly protect Port Phillip Bay, Western Port, the waterways and their catchments from the impacts of a growing population, from the changing use of land from rural to urban and from larger to smaller properties.

User Expectations and Improvements for Public Boat Ramps in Westernport and Port Phillip 2010

The report is prepared by the Victorian Recreational Fishing Peek Body 'VRFish' and deals with the issues boaters experience when they use public boat ramps around Port Phillip and Westernport bays. The report's focus is on lower cost and shorter term improvements that can be implemented and that will make public boating facilities easier to use and less frustrating for owners and operators of recreational trailer boats.

Health and Wellbeing Plan 2003

The Health and Well Being Plan is designed to help create, sustain and enhance healthy vibrant communities on the Mornington Peninsula now and into the future. It supports the Shire's mission in caring for the Mornington Peninsula and its diverse communities within a sustainable framework.

Disability Action Plan 2013 - 2017

This plan sets out the framework for Council to reduce barriers so that all members of our community can have the same opportunities to reach their fullest potential.

Mornington Peninsula Bicycle Strategy; Ride Safe 2010

The strategy provides a timely and strategically important review of existing bicycle infrastructure, bicycle crashes and 'gaps' in the bicycle network. It has also identified future demands, considered community needs and developed action programs to achieve increased use of bicycles as a means of transport on the Mornington Peninsula.

Hastings Town Centre Structure Plan 2014

The Hastings Town Centre Structure Plan (HTCSP) has been prepared together with the Hastings South Coastal Management Plan. The HTCSP is a strategic policy framework for the future growth and development of the Hastings Town Centre for a 15 year timeframe.

C

Appendix C

BUSINESS PLAN

The income generated for all 10 foreshore areas managed by the Mornington Peninsula Shire forms part of the consolidated revenue it collects from a range of sources.

The expenditure in terms of foreshore maintenance works are undertaken for all foreshores by contractors under a Shire-wide maintenance contract, funded from consolidated revenue.

Similarly, relevant staff salaries, the preparation of coastal management plans and master plans, minor improvements (e.g. seating) and minor capital works associated with the responsibilities of Council as the Committee of Management are funded through the Shire's annual budget process.

As a result of the above, the income and expenditure figures of this business plan are approximate figures only and intended as a guide. Figures can only be confirmed within the cycles of Council's budgetary processes.

Where possible additional funding and expenditure for projects is arranged based on grants from State and Federal government departments and authorities. These are not known in advance and cannot be reflected in detail in this business plan.

As part of its commitment to improving the overall coastal experience on the Peninsula, the Shire provides an annual budget for the implementation of actions specified in coastal management plans.

In addition, allocations from other Shire programs may be made available as appropriate, including the Foreshores Facilities Rehabilitation Program and the Coastal Reserves Biodiversity Conservation Program.

Furthermore, funding of projects may be arranged based on the implementation of specific strategies, such as the Play Spaces Strategy.

For major projects, funding is arranged through grants from State and Federal government departments and authorities and through the process of the Shire's capital works program.

More specific to the Hastings South Foreshore reserve:

- ≈ income is generated from boat ramp fees and the lease of a council building.
- ≈ ongoing maintenance and capital works are the primary elements of expenditure.

Income

Leases

The annual revenue from leases is \$104 p.a.

Boat ramp

The revenue from boat ramp fees is not known for individual boat ramps.

Moorings

The revenue for boat moorings is a matter for the manager of the waters of Western Port. This is outside the scope of this plan.

Grants

Funding for improvements to the foreshore can be sought from a number of authorities, including:

- ≈ Department of Environment, Land, Water and Planning
- ≈ Department of Economic Development, Jobs, Transport and Resources
- ≈ Department of Health and Human Services

Funding opportunities to support capital works within the Hastings South Foreshore reserve will be sought as appropriate from a range of State and Federal government departments and authorities, in particular relation to the Boating Safety and Facilities Grants Program.

Expenditure

General foreshore maintenance

The day-to-day maintenance of the Hastings South Foreshore reserve is being undertaken by the Shire, including:

- ≈ Administration of boat ramp permits and subsequent enforcement.
- ≈ General maintenance and cleaning of the area.
- ≈ Rubbish collection.

This forms part of the overall maintenance contracts administered by the Shire and is funded from existing operational resources. It may fluctuate from year to year. In 2009 funding was for example provided to protect the area from inappropriate access by cars. It is estimated that the maintenance costs well exceed the revenue obtained from leases and boat ramp permits.

Vegetation works

The Shire maintains and improves the coastal vegetation in foreshore reserves where ecological outcomes are best targeted. Maintenance and improvement works include plant propagation, planting and weed removal. This forms part of the overall biodiversity conservation works undertaken by the Shire and is funded from existing operational resources.

Foreshore improvements

As part of improving the overall coastal experience on the Peninsula, the Shire provides an annual allocation for the preparation and implementation of coastal management plans through its budgetary processes. This funding is generally applied to the preparation of plans for capital works, vegetation management, pest control and minor improvements to landscaping, pathways, seating and complementary amenities. This can provide funding for some of the actions envisaged by this *Hastings South Foreshore Coastal Management Plan*. The allocation of this funding to particular projects forms part of the Shire's annual budget processes. Initial estimates of the potential order of costs involved is shown in Table 1.

Capital works

Capital improvements will be subject to annual decisions on grant application from State and Federal government departments and authorities and decisions by Council on its Capital Works Program.

The main capital works projects envisaged in this plan are listed below. Initial estimates of the potential order of costs involved is shown in Table 1. The actual costs will be determined at a future stage based on the completion of further detailed designs.

- ≈ The design and staged construction of the boat trailer access and parking area.
- ≈ The design and reconstruction of the northern foreshore access and parking area (adjacent to Pelican Park), including the construction of a pedestrian crossing.
- ≈ Construction of the Western Port Trail connection.
- ≈ Implementation of the Landscape Master Plan.

Reporting requirements

The *Coastal Management Act* 1995 requires that a Coastal Management Plan must include a 3 year business plan describing proposed works.

The *Local Government Act* 1989 requires Council to prepare and adopt an annual budget. The budget is required to be adopted by 31 August each year. The business plan for the foreshore will need to be considered as part of Council's annual budget process.

Administration

The Mornington Peninsula Shire as the Committee of Management is responsible for the ongoing maintenance, improvement and management of the Hastings South Foreshore reserve.

The Shire has established the Hastings Foreshore Advisory Group. This group of voluntary community representatives enables the Shire to seek local community views on strategic coastal management issues. For specific projects separate community consultation processes will be undertaken.

BUSINESS PLAN CONTINUED

LEGEND	
High	1 year to commence
Medium	2 years to commence
Low	3 years to commence
3+	More than 3 years to commence (outside scope of business plan)
Ongoing	Action is ongoing
n/a	No budgetary requirements
O.A.	Accounted for in another action

ACTION		PRIORITY	INDICATIVE COST RANGE	NOTES/COMMENTS
TABLE 1				
1.6	Investigate options to extend and deepen the boat ramp.	Medium	150k - 175k	External funding sources will be applied for, when they are made available
2.1	Fund research into the coastal processes impacting on the Hastings foreshore (e.g. a coastal processes study).	Low	30k - 50k	External funding sources will be applied for, when they are made available
2.2	Investigate a report to identify and monitor local fauna populations.	Low	10k - 15k	
2.3	Install and monitor nest boxes throughout the foreshore, particularly in the areas lacking natural hollows.	Medium	4k - 5k	
2.4	Revegetate areas on the foreshore, where the intent is to create further habitat for locally indigenous species. Revegetation should correspond to the areas identified in the Interface area of this plan.	High	120k - 140k	Natural Systems have commenced work on revegetation of the Interface area
2.9	Provide public information and interpretive signs on the environmental values of the area in accessible locations and better protect areas where inappropriate access is occurring.	Low	4k - 6k	

3.3	Develop a heritage management plan for the Hastings foreshore including a review of the existing Heritage Overlays to determine the advantages of integrating the controls into an historic precinct.	Low	10k - 20k	
3.4	Investigate potential for interpretive signs and/or public art that reflects the heritage of the area.	Low	10k - 20k	
4.1	Develop a Landscape Master Plan for the foreshore.	High	40k - 60k	
4.2	Seek funding for the staged implementation of the Landscape Master Plan.	Low	50k - 100k	Stage 1
4.3	Connect and resurface the Western Port Trail from Pelican Park to Warringine Park.	Medium	10k - 15k	
4.8	Investigate feasibility of a wharf/walkway along the northern marina breakwater.	High	5k - 10k	See action 4.1
5.3	Provide bicycle parking at strategic points to encourage the use of bicycles.	Low	1k - 2k	
5.4	Prepare an Integrated Transport Plan for the area, including traffic surveys to improve available data for decision making. Set out clear parking areas and traffic circulation paths, and delineate pedestrian space with walking routes that have direct connections with focal points.	High	20k - 30k	Integrated Transport Plan to be prepared in conjunction with Landscape Master Plan (action 4.1)
5.9	Review the provision of seating in the foreshore area and provide for upgrades, repairs and additional seating as required.	Medium	10k - 20k	Ensure a consistency of styles
5.14	Audit the existing signage on the foreshore to determine what signage is required.	Medium	10k - 15k	
5.16	Remove or replace illegible and redundant signage as required.	Medium	5k - 10k	See action 5.14
6.3	Investigate construction of the Pelican Park car park.	3+	1.5 million - 2 million	To be informed by action 5.4
6.4	Investigate construction of the boat ramp car and trailer park.	Low	500k - 2 million	Stage 1. To be informed by action 5.4. State Government funding sources will be applied for, when they are made available. Total cost of action is approximately 2 - 3 million.

APPROXIMATE COST ESTIMATES:

	High	Medium	Low	3+
Total	185k - 240k	189k - 240k	615k - 1.713 million	500k - 1 million

Overall total for 3+ year period = 2.489 - 4.193 million

The income and expenditure figures in this table reflect the cost items and cost estimates of the Action Planning in Appendix A. As noted in Appendix A the expenditure figures depend in part on grants from State and Federal government.

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