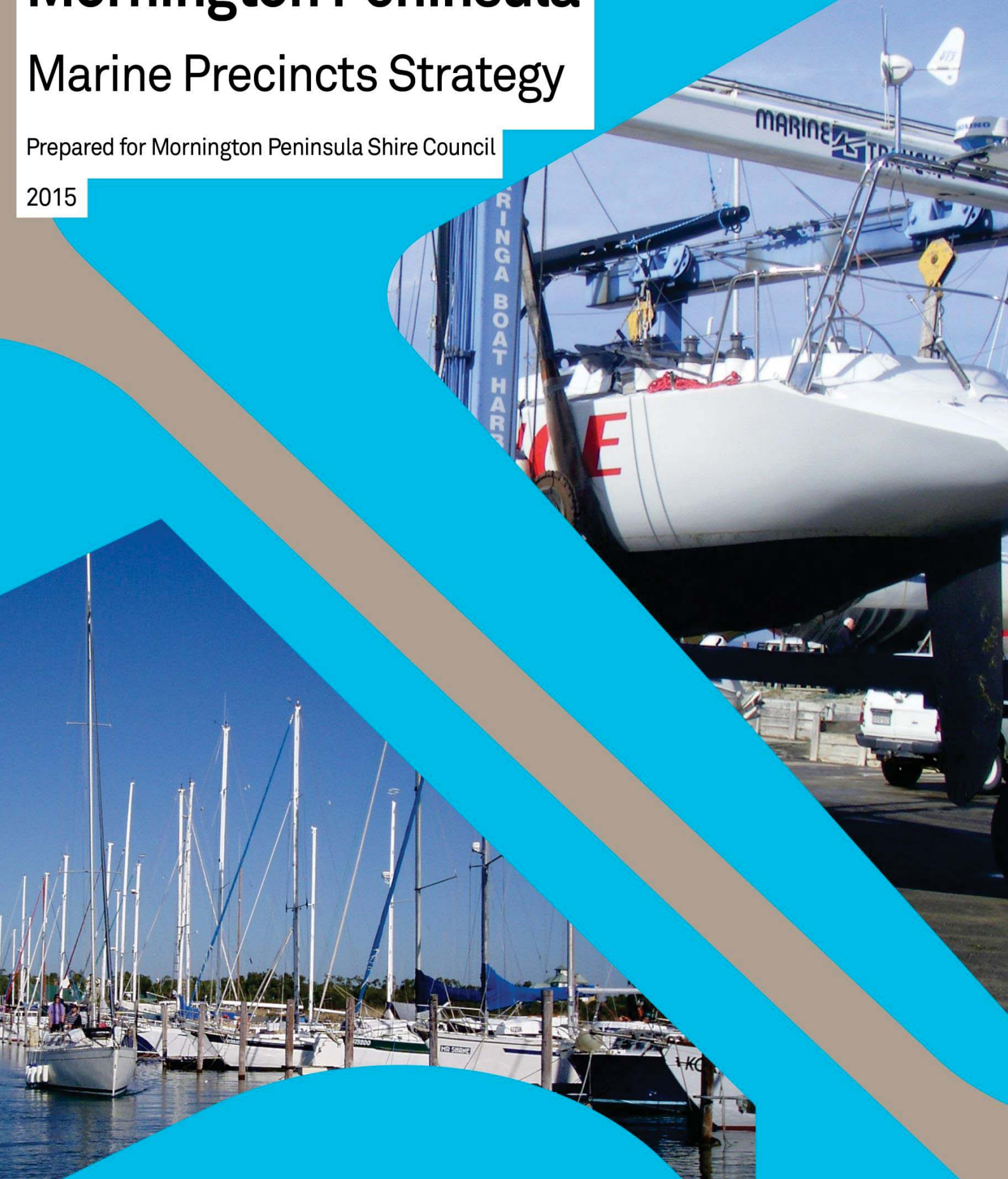


Mornington Peninsula Marine Precincts Strategy

Prepared for Mornington Peninsula Shire Council

2015



Mornington Peninsula Marine Precincts Strategy

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Executive Summary

Located between Port Phillip and Western Port, Mornington Peninsula has a coastline extending for more than 190 kilometres. The coastline is a significant asset that is subject to a multitude of uses, demands and expectations. The character, functions and activities along the Mornington Peninsula coastline are intrinsically linked to the overall sense of place and community identity. There is a complex interrelationship between land use and development on the Mornington Peninsula and the coastline and marine environments.

The State Government recently adopted the Mornington Peninsula Localised Planning Statement. The Localised Planning Statement seeks to ensure that the Mornington Peninsula is planned as an area of special character and importance with a role clearly distinct from and complementary to metropolitan Melbourne and designated growth areas. The Localised Planning Statement acknowledges that planning for the coast will recognise that this is an inherently dynamic environment. It recognises the need to clearly identify the role and function of different sections of coast, consistent with the environmental capacity of different areas, and to ensure public investment to support the recreational demands on the coast in appropriate areas to maintain and enhance the coastal experience.

The local marine sector is a significant user of the coastline both on water and on land. To ensure the sustainable use and development of appropriate areas of the coastline and provide a clear direction for the future, the Mornington Peninsula Marine Precincts Strategy ('the Strategy') has been prepared by AECOM Australia Pty Ltd ('AECOM') on behalf of the Mornington Peninsula Shire Council and the Mornington Peninsula Marine Alliance.

Purpose

The Mornington Peninsula has a substantial and diverse local economy. The marine sector is a significant but understated pillar of the local economy. Ensuring that the local marine sector is well placed to sustainably grow and meet future demand is a key planning, design and management challenge for the Mornington Peninsula.

The overarching purpose of the Strategy is to:

Develop an advocacy document and planning framework for the Mornington Peninsula Marine Precincts that will facilitate investment and clustering of marine industry and related uses into key precincts and nodes designed to ensure operational efficiencies, good environmental management and global competitiveness.

There are significant benefits that could be derived through a focussed and coordinated investment by Council and the private sector in a number of key marine precincts on the Mornington Peninsula. Careful planning is required for marine sector uses, which gain a significant competitive advantage from direct access to the coast. The siting and design of marine precincts on the Mornington Peninsula is generally subject to limited land availability due to environmental constraints, competing demands from community and social uses and activities, and high capital and operational costs of supporting physical infrastructure.

Set against this context, the Strategy identifies and applies three different types of marine precincts including nodes for future planning purposes:

- **Marine Industrial Precincts:** are precincts that are primarily associated with the manufacturing, maintenance and heavy servicing of vessels and marine equipment.
- **Multi-Purpose Marine Precincts:** are precincts that have the capacity to cater for a diverse range of uses (i.e. a marine based mixed-use precinct).
- **Marine Recreation Precincts:** are precincts that incorporate predominantly recreational boating and associated activities and services.

Some of these precincts on the Mornington Peninsula are better characterised as nodes. A "node" is a self-contained site or area used for a marine purpose(s). It is geographically constrained and generally unsuitable for further growth and expansion.

By building capacity and investing in these three marine precinct categories, the Mornington Peninsula will be strategically positioned to capture future opportunities and sustainably develop the local marine sector. The aim

of the Strategy is to develop a coordinated and strategically planned 'network' of marine precincts, at different geographical scales, to address existing and future demands.

The Port of Hastings Container Expansion Project on the Western Port coastline is significant for the local marine sector. It is the largest proposed marine precinct, not just on the Mornington Peninsula, but in south-eastern Australia. The Port of Hastings Development Authority (PoHDA) is currently preparing the Port Development Strategy and associated Business Case. A key element of the Strategy is to facilitate the development of appropriately located Marine Industrial Precincts that could leverage off the planned future development and investment at the Port of Hastings.

Although aquaculture facilities are technically located within a marine area, this is highly dependent on the nature of the activity. The off shore locations for specialised aquaculture activities do not form part of this Strategy. The sale of fresh seagate farm produce by local suppliers at marine precincts, particularly from Multi-Purpose Marine Precincts, is however supported.

In seeking to identify potential locations for the development of marine precincts, this Strategy provides an assessment of existing facilities and infrastructure on the Mornington Peninsula and outlines the current policy and regulatory framework that affects the ongoing operation of these sites. The Strategy strategically nominates locations on the Mornington Peninsula where marine precincts could be further augmented, or developed. To support the ongoing and sustainable growth and development of the marine sector, the Strategy also provides a long-term planning and investment framework. Council will use the Strategy as a blueprint and advocacy document for the local marine sector. The Strategy seeks to address future boating demands and needs by supporting the planning and delivery of designated marine sites, infrastructure and facilities on the Mornington Peninsula.

Background

On the Mornington Peninsula, the marine sector generates an estimated annual output of \$1.6 billion and employs approximately 2,100 people¹. These figures are expected to increase in coming years should the proposed future development of the Port of Hastings proceed, growing worldwide demand for aquaculture products, and additional recreational boat registrations in Victoria.

There is already an extensive array of recreational and industrial type boating activities on the Mornington Peninsula, including marine manufacturing and servicing, marinas, public boat ramps, shipping at the Port of Hastings, aquaculture, marine based tourism, recreational fishing, vocational training, charters, recreational and commercial scuba diving, and boat hiring. The marine precincts identified within this Strategy are generally supported by existing marine based infrastructure including boat ramps, piers, jetties, wet berths, dry berths, boatlifts, swing moorings, refuelling and pump out facilities.

A clear message from stakeholders involved in the development of the Strategy is that regulatory and operational barriers impede investment and the ongoing operation of marine industries on the Mornington Peninsula. In part, an overarching planning framework and 'designated' strategically planned precincts where marine industries and recreational activities are encouraged to locate and invest would address such impediments.

The development of strategically planned marine precincts on the Mornington Peninsula could and should capture some of the increase in Victoria's demand for boat manufacturing and servicing, aquaculture production and recreational boating.

Benefits of Marine Precincts and Nodes

The benefits of supporting and encouraging a marine culture centred on a diverse range of marine precincts and nodes on the Mornington Peninsula, include:

- A shared vision and implementation framework for Mornington Peninsula's marine sector
- The availability of suitably located and zoned land for marine manufacturing, servicing, recreation and retail activities, where appropriate
- The attraction of new industry, increased local investment and importantly, additional employment opportunities

¹ Mornington Peninsula and Frankston Marine Sector Feasibility Study, Matters More et al, 2012

- The agglomeration of industry into marine precincts will broaden the opportunity for industries to collaborate and invest in a range of projects, and bring together their talents and skills in new and innovative ways
- Improved, strategically driven landside planning outcomes with benefits to industry and the broader community
- Better, more efficient access to recreational boating facilities across the Mornington Peninsula
- Streamlining strategic planning and approvals processes thereby delivering positive, planned outcomes for industry, the community and Council
- Ensuring the protection and enhancement of sensitive coastal environs elsewhere in the Shire
- Leveraging tangible socio-economic benefits to the Mornington Peninsula economy from marine industrial, tourism, recreation and aquaculture sectors.

Stakeholder Feedback

The Strategy was developed and underpinned by extensive stakeholder input. The stakeholder engagement process included ongoing advice and feedback from the Mornington Peninsula Marine Alliance and Mr Bruce Douglas, Executive Officer.

The consultation activities undertaken by the Project Team identified the following key opportunities, issues and constraints relating to the provision of marine infrastructure and marine based activities across the Mornington Peninsula:

- There was a strong sentiment amongst the participants that Mornington Peninsula's marine sector has historically lacked definition or a 'collective identity'. To many, it has been under-valued and under-funded. Workshop participants strongly endorsed and supported Council's initiative to embrace the marine sector, to bring it to the fore and to encourage marine based activities and investment. It was widely acknowledged that by encouraging and supporting the marine sector that this would make a significant contribution to the economic and social well-being of the Mornington Peninsula. Many participants stated that the extent and quality of landside physical infrastructure directly defines on-water opportunities and activities.
- A distinct lack of appropriately zoned and affordable land exists on the Mornington Peninsula. According to workshop participants significant 'red-tape' hurdles, and a complex governance structure serve to constrain or limit opportunities. Several businesses highlighted that it had taken them between 5-10 years to obtain the requisite regulatory approvals for their developments with costs running into hundreds-of-thousands' dollars. Some businesses in the marine sector ultimately abandoned their plans due to the cost factors and the level of complexity in navigating approval processes across multiple agencies.
- Some industry stakeholders expressed a need to see greater emphasis and investment placed on sea-based destination planning (i.e. 'marine tourism') in Port Phillip and Western Port to encourage, foster and sustain the local marine sector.
- Western Port and Port Phillip need strategically located boat building and servicing industry with direct access to the waterfront.
- Public boat ramps and recreational boating club slips are significant tourism attractors for the Mornington Peninsula. Competition for public car parking, launching facilities and tie-ups at boat ramps and jetties are significant ongoing issues on many of the local foreshores.
- A new streamlined regulatory framework is required for marine precincts to proactively support and facilitate private sector investment, deliver timely approvals, and minimise the duplication of roles undertaken by Government departments and agencies, particularly in coastal foreshore areas.

Strategy Implementation

The Strategy provides a planning and implementation framework to guide the ongoing, sustainable development and operation of the marine sector, including funding opportunities and implementation requirements.

Key elements of the Strategy include:

- Establishing a hierarchy of marine precincts and nodes on the Mornington Peninsula, taking into account their existing use, potential future role and function, stakeholder feedback and opportunities for additional infrastructure and investment

- Defining three types of marine precincts on the Mornington Peninsula where Council could take a primary role in the planning task and overseeing implementation
- Fostering a streamlined approach to the planning of marine precincts of regional significance via the use of a Special Use Zone with tailored objectives and planning controls
- Siting and design considerations for marine precincts and nodes with a focus on Marine Industrial and Multi-Purpose Precincts
- Providing a framework in which to consider the role of State and local government and private entities in the planning and operation of new marine facilities and infrastructure
- Ongoing mechanisms to support the long term, sustainable investment in marine precincts including collaboration and communications, business support, marketing and branding and education
- Identifying grants and funding sources that marine precincts on the Mornington Peninsula could access.

Vision and Directions

To capitalise on the significant potential for the growth and long-term expansion of marine precincts on the Mornington Peninsula, a common 'vision' for the sector is essential. The overarching vision developed as part of the Strategy for marine precincts and nodes on the Mornington Peninsula is:

Mornington Peninsula: Two Bays with a Network of Marine Precincts

The foundations underpinning this vision are that the Mornington Peninsula will:

- Be the foremost location in Victoria for marine based recreation, tourism and industry.
- Provide a network of Recreational Marine Precincts that support recreational boating.
- Provide a network of Marine Precincts that support boat building and servicing industries.
- Encourage public and private investment into marine infrastructure that supports marine based industries, recreation, tourism, aquaculture and education.

Supporting this overarching vision are six directions and related implementation initiatives. These form the basis of Council's Marine Precincts Strategy, and they seek to encourage and support the sustainable planning, design and operation of local marine sector on the Mornington Peninsula.

The six directions are:

- **Direction 1:** Encourage and support the sustainable development of Marine Industrial Precincts on the Mornington Peninsula.
- **Direction 2:** Provide a facilitatory approvals process for identified Marine Industrial Precincts.
- **Direction 3:** Encourage and support marine sector education and training for residents and employees on the Mornington Peninsula.
- **Direction 4:** Encourage and support broader recognition of the local marine sector including recreational boating, marine tourism and marine industrial activities.
- **Direction 5:** Encourage and support the development of Marine Recreation Precincts in appropriate locations on the Mornington Peninsula.
- **Direction 6:** Encourage and support a planned hierarchy and network of marine precincts.

In summary, the implementation of these directions and initiatives will ultimately give the local marine sector on the Mornington Peninsula the best opportunity for long-term growth and success.

1.0 Introduction

Strategically positioned between Port Phillip and Western Port, the Mornington Peninsula is ideally located to be the marine sector hub for Victoria. Mornington Peninsula Shire Council ('Council') is seeking to proactively cultivate and foster the long-term development of a network of marine precincts and related industry on the Mornington Peninsula.

The overarching purpose of the Marine Precincts Strategy ('Strategy') is to identify where marine precincts could be developed on the Mornington Peninsula and introduce a long-term planning and investment framework that supports the development of marine precincts. Council engaged AECOM Australia Pty Ltd ('AECOM') to prepare the Marine Precincts Strategy ('the Strategy').

Key objectives of the Strategy include:

- To prepare a framework for the clustering and co-location of marine and marine related industries/businesses on the Mornington Peninsula
- To identify the potential types of marine precincts relevant to the Mornington Peninsula and the preferred number of precincts in the regional network
- To confirm the optimal location, size and configuration of marine precincts, including consideration of opportunities and constraints associated with existing marine industry, recreation and tourism sites and the future development of the Port of Hastings as an international container port
- To outline current and proposed planning, environmental and coastal policy, regulatory and approval process requirements, including the role of different agencies
- To document planning controls and/or policy to support sustainable marine industry investment and development, including a planning framework that supports the development of marine precincts as a priority
- To confirm general infrastructure requirements for marine precincts on the Mornington Peninsula
- To prepare a blueprint and advocacy document outlining the next steps for Council in terms of funding requirements and/or partnership model options that exist to facilitate and grow marine precincts.

Aligned with these objectives, the overarching purpose of the Strategy is to:

Develop an advocacy document and planning framework for the Mornington Peninsula Marine Precincts and Nodes that will facilitate investment and clustering of marine industry and related uses into key precincts designed to ensure operational efficiencies, good environmental management and global competitiveness.

1.1 The Opportunity

The Commonwealth Government has identified that the marine industry including ship and boat building and repair, marine equipment manufacturing, and marina operations is a major contributor to the Australian economy, with a Gross Value Production of \$8 billion a year and employing approximately 22,000 people². The contribution is significantly larger when marine tourism, recreational activities and mining and exploration activities are included. It is estimated that the level of economic activity associated with the wider marine industry is now in excess of \$42 billion per annum³.

On the Mornington Peninsula the core marine industries generates an estimated output of \$1.5 billion and employs approximately 1,950 people, while the total output attributable to the marine sector is in the order of \$2.5 billion with more than 5,200 jobs (including HMAS Cerberus)⁴. This is expected to increase should the future

² Department of Industry, Innovation, Climate Change, Science, Research and Tertiary Education
www.innovation.gov.au/industry/marine/Pages/default.aspx

³ AIMS Index of Marine Industry (AIMS, 2012)

⁴ Mornington Peninsula and Frankston Marine Sector Feasibility Study, Matters More et al, 2012

development of the Port of Hastings proceed, growing worldwide demand for aquaculture products, and additional recreational boat registrations in Victoria.

Previous studies have found that there are regulatory and operational barriers that impede investment and the ongoing operation of marine industries on the Mornington Peninsula. One of these barriers is the perceived lack of an overarching planning framework and the absence of 'designated', strategically planned precincts where marine industries are encouraged to locate and securely invest. This has resulted in some marine industrial activities locating inland, typically within broader industrial precincts that have no direct water access.

In certain instances, the local marine industry on the Mornington Peninsula is foregoing the beneficial opportunities and efficiencies that co-locating and clustering within a dedicated marine precinct would offer.

Potential benefits of clustering or collocating marine sector businesses include:

- An increase in the productivity of companies within the cluster
- Opportunities for increased knowledge sharing and innovation in the marine sector
- Sharing of resources, infrastructure and facilities thereby leading to a reduction in individual costs as well as market-entry barriers for small and medium sized businesses
- Potential for increased competitiveness and a stronger market presence for industry located within the cluster.

The development of strategically planned marine precincts on the Mornington Peninsula could, and should, capture some of the increase in Victoria's demand for boat manufacturing and servicing, aquaculture production and recreational boating. This Strategy aims to provide a framework to encourage the investment and development of the marine sector across the Mornington Peninsula. The framework aims to meet the boating demands and needs for the existing and future growth of the marine industry sector.

In facilitating the implementation of the Marine Precincts Strategy there are a number of ongoing support functions that Council can provide. Where appropriate, these include:

- Planning the development and provision of enabling physical infrastructure and marine servicing infrastructure
- Resolution of issues around land availability and assembly
- Facilitation of planning and environmental approvals for marine precinct consolidation and growth
- Coordination across different levels of Government and sector responsibilities
- Advocacy and marketing associated with the implementation and operation of marine precincts.

1.2 Background

Previous investigations and studies undertaken by Council and the Mornington Peninsula Marine Alliance observed, whilst the marine sector is generally dispersed across the region, there are seven precincts where existing clusters of marine industries currently exist. These precincts are located at Sorrento, Rye, Rosebud, Dromana, Mornington, Somerville and the Yaringa Boat Harbour/Port Precinct.

Other than the facilities at Yaringa and the Hastings Port Precinct, these precincts are located in areas of light industrial development with no direct access to the coast. Although they are generally accessible by arterial roads, the precincts are:

- Generally poorly located
- Have no overarching strategy to focus and guide future investment and development of marine industries
- Competing with other service industries and commercial activities.

The *Mornington Peninsula and Frankston Marine Sector Feasibility Study* (Matters More et al, 2012) in particular concluded that there are three likely opportunity sites for coastal based marine precincts – Martha Cove, Yaringa Harbour and Hastings (Western Port).

According to the *Marine Industry Feasibility Study - Draft Strategy* (Matters More et al, 2012), the following issues have impeded the performance of the local marine sector:

- *Over-loaded or poor quality infrastructure is restricting access to marine environments for recreational boating enthusiasts and this is discouraging boat-ownership (with rates of boat ownership in Tasmania and Queensland running at nearly twice the rate of Victoria)*
- *The regulation of coastal and marine development is designed to ensure sustainable development but is unnecessarily complex and uncertain, governed by multiple agencies*
- *There are very few areas where marine businesses can establish close to the water, and this increases costs for those businesses*
- *Access for commercial fishers is tightly controlled to ensure the sustainability of the harvest from the sea. However, the regulatory system is arguably not flexible enough to encourage innovation and sustainable alternatives to traditional fishing methods (including commercial scallop diving)*
- *The availability of skills training in the crucial area of boat-building has disappeared with the closure of Victoria's only apprenticeship course for marine craft construction*
- *Availability of skilled labour is an issue for marine manufacturing industries, with school leavers not encouraged to specialise in marine manufacturing even though the skills are transferrable worldwide.*

The Marine Precincts Strategy builds upon this historical work by presenting a long-term development framework that addresses marine sector constraints and impediments.

1.3 Study Area

The geographical area for the Marine Precincts Strategy is the Mornington Peninsula. This includes the coastlines of Port Phillip and Western Port. Figure 1 overleaf identifies the overall study area.

1.4 Strategy Development Approach

The development of the Strategy involved an initial investigation and analysis of the existing conditions on the Mornington Peninsula, a review of the current regulatory environment and an appraisal of marine precinct types, including evidence based needs and locational drivers.

AECOM facilitated an initial workshop with industry and Government stakeholders at the Mornington Yacht Club on Thursday, 17 October 2013. The purpose of the workshop was to identify what type of marine precincts could be encouraged and where they may be located. The workshop also provided an opportunity to explore a range of contemporary issues, opportunities and constraints for the marine sector. Outcomes from the consultation are summarised in Section 4.0 of this Strategy.

Following the initial workshop, a range of options and scenarios for the development of marine precincts on the Mornington Peninsula were prepared. These options were subsequently workshopped with industry and government stakeholders at the Hastings Community Centre on Thursday, 21 of November 2013.

The Strategy incorporates a summary of the issues, opportunities and constraints for marine precincts across Mornington Peninsula together with a planning implementation framework to guide the development of marine industry.

Council exhibited a draft of the Marine Precincts Strategy for broader industry and community comment. A total of eleven (11) submissions were received during the public comment period. The final Strategy takes into consideration the views expressed by stakeholders during this comment period.

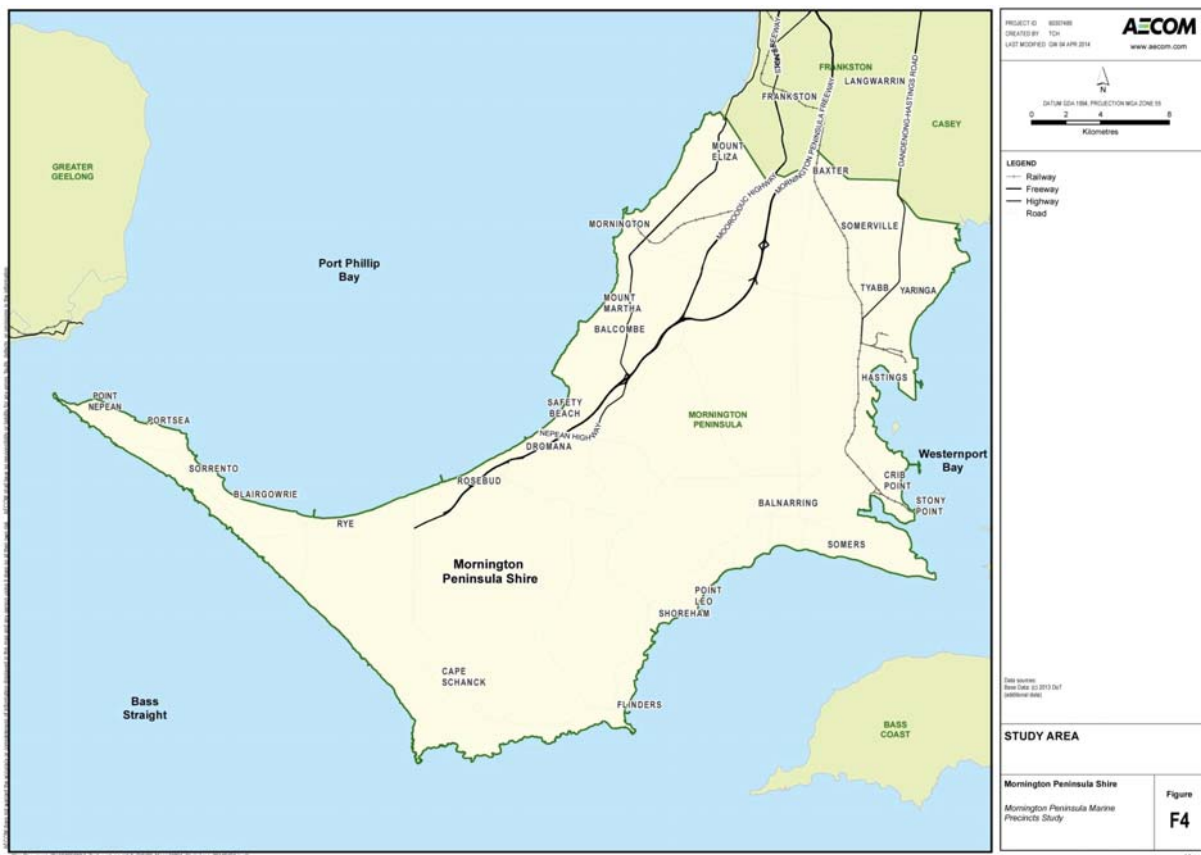


Figure 1: Study Area

2.0 Existing Physical Context

2.1 Mornington Peninsula

The Mornington Peninsula Shire is located in the southeastern region of Greater Melbourne. The permanent population of Mornington Peninsula is 150,000 people. ID Consulting's population projections for Council forecast that the population will grow to 185,700 by 2031, representing an increase of approximately 20%⁵. The majority of the population reside, work and recreate on the Port Phillip side of the Mornington Peninsula. There are also many coastal activity nodes along the Port Phillip coastline, largely supporting recreational uses. By comparison, in part due to the historical reservation of the Western Port coastline for port related land uses, the Western Port coastline is relatively undeveloped and more sparsely populated.

The Mornington Peninsula is naturally surrounded by water on three sides - Port Phillip, Western Port and Bass Strait. This makes it an attractive destination for marine industry and as a consequence, there are many land and water based attractions dispersed across the Mornington Peninsula. The Mornington Peninsula is the major tourism destination in Victoria with 7 million visitors per annum⁶. Visitors enjoy wine, food, agritourism as well as nature based tourism including the wetlands of the Western Port (Ramsar listed), visits to the Mornington Peninsula and Point Nepean National Parks, camping, scuba diving along Point Nepean heads, snorkelling with the seals and dolphins in Port Phillip Bay, fishing, sailing and charters.

The marine sector is an important and valuable part of the local Mornington Peninsula economy contributing to income from manufacturing, tourism and agriculture sectors. Collectively, these industries contribute in excess of \$3 billion to the Mornington Peninsula regional economy. Activities such as boat-building, fishing, aquaculture, marine transport, marine recreation and the Royal Australian Navy contribute an estimated \$1.6 billion per year⁷ to the Mornington Peninsula regional economy. The tourism industry contributes an estimated \$1 billion per annum⁸ and attracts an estimated 5 million tourist visitors per annum to the Mornington Peninsula. Agricultural production contributes an estimated \$450 million per annum⁹.

There is currently a supply of approximately 235 hectares of industrially zoned land across the Mornington Peninsula, with a vacancy rate of 23 per cent and a consumption rate of 5-6 hectares per year¹⁰. A significant proportion of this industrial land however is not suitable for development due to localised constraints. Average industrial lot sizes in the municipality are approximately 2,000 square metres, although there is significant variation¹¹. In addition there is a further 3,000 hectares of land designated for port related uses near the Port of Hastings development area. While this zoning (Special Use Zone 1) does allow the consideration of a range of marine service industries, there is only a limited supply of lots in a size suitable for small to medium size enterprises, particularly in terms of land with good access to the coast.

The extensive network of arterial and regional roads help to inter-connect the existing marine precincts on the Mornington Peninsula. They also provide excellent access to metropolitan Melbourne via Peninsula Link, Nepean Highway and Western Port Highway.

The Port of Hastings is a major deep-water port historically used for dry and liquid bulk freight purposes. The State Government is currently investigating potential opportunities to develop the Port of Hastings as an international container port once the Port of Melbourne nears capacity. Current timing for the development of the Port of Hastings is 2035, or potentially earlier (2020-2025) subject to the Port of Melbourne capacity constraints and finalisation of the Port of Hastings business case and approvals processes.

Although the population of the Mornington Peninsula is widely dispersed across 40 settlements, the vast majority are located along the Port Phillip coastline. Due to the extent of existing development along the Port Phillip coastline from Mount Eliza to Portsea the opportunity for new coastal developments is limited. The area north of Martha Cove is further constrained by cliffs, historical erosion and the prevailing rocky outcrop. Apart from the

⁵ Estimated Resident Population, Population Forecasts, Mornington Peninsula Shire Community Profile, ID Consulting, 2013

⁶ Holiday Home Survey 2013, Urban Enterprise

⁷ Marine Industry Feasibility Study: Draft Strategy, Matters More with Tim Nott and GHD, 2013

⁸ Value of Tourism to Mornington Peninsula, Tourism Victoria, 2013, Updated 2014

⁹ Mornington Peninsula Shire Agricultural Audit, Mornington Peninsula Shire, 2010

¹⁰ Economic Sustainability Strategy 2009 – 2014, Mornington Peninsula Shire

¹¹ Economic Sustainability Strategy 2009 – 2014, Mornington Peninsula Shire

township of Flinders, the coastline along Bass Strait is generally not conducive to the establishment of large-scale recreational boating infrastructure due to the coastal conditions and prevailing winds. The coastline along Western Port is included within a Ramsar area and a designated State Port Precinct.

The Australian Government through the office of Geoscience Australia has prepared maps that project the likelihood for sea level rise in Australia's largest cities. The current Victorian planning benchmarks are to plan for sea level rise of not less than 0.8 metres by 2100.

2.2 Existing Marine Activities

Existing marine based activities on the Mornington Peninsula include:

- There are many **marine manufacturing and servicing businesses** dispersed throughout Mornington Peninsula's industrial precincts located in Mornington, Somerville, Dromana, Rosebud, Rye and Sorrento. Apart from Yaringa Harbour and Hastings, the precincts do not have direct access to water, effectively meaning that they all have to transport their boats via the road network for launching.
- There are 18 **marinas** in Greater Melbourne and surrounds. Of these, five are located on Mornington Peninsula. Previous studies have confirmed that there is latent demand for recreational marine facilities and to meet this demand physical infrastructure needs to be upgraded through the provision of additional and well-located boat servicing facilities, wet berths, dry boat storage, and recreational infrastructure and boat ramps.
- There are 14 **public boat ramps** on the Mornington Peninsula with 10 along the Port Phillip coastline and four along the Western Port coastline. According to the Boating Industry Association of Victoria (BIAV, 2011), 98% of boats can be put onto a trailer meaning that they can be stored at home and launched from a boat ramp. A study by Ernst and Young (2007) estimated that these types of boats represented 67% of the boats on Port Phillip and Western Port bays (measured as duration of the boat in the water), indicating high demand for boat launching facilities and a significant potential latent demand for boat storage at a local marina.
- Land around the **Port of Hastings** is currently zoned Special Use Zone 1 pursuant to the Mornington Peninsula Planning Scheme. As stated above, the State Government is investigating potential development opportunities of the Port of Hastings to meet future demand as an international container port. In addition to Port related activities, the current Special Use Zone 1 allows, and the proposed Port Zone will allow, for the development of uses that would gain significant economic advantage from proximity to deep water port facilities and/or a use by marine service industry (such as boat building and servicing).
- There are five **aquaculture** zones in Port Phillip (x4) and Western Port (x1). Commercial operators harvest a range of seafood from both bays for domestic and international markets. There are no permanent commercial fishing fleet or special facilities to land, clean, distribute or retail seafood on the foreshores in the region. Council has received requests from commercial operators interested in selling seafood from boats at suitable harbours, piers or local shops. The aquaculture operator berthed at Mornington Pier currently sells mussels from his vessel. Council facilitated a trial of sales of 'sea farm gate' produce from the Safety Beach foreshore. This has been a very successful trial. Council will continue to work with existing 'sea farmers', DELWP fisheries and Universities to explore and maximise significant local aquaculture opportunities. The area typically required for the processing of seafood and storage of commercial fishing equipment is generally not available on foreshore land. Larger scale secondary activities such as these are generally better accommodated within existing industrial precincts.
- **Tourism** is a large, diverse and significant sub-sector of the Mornington Peninsula economy. The majority of people journeying to the region are domestic visitors that are typically day-trippers, with a smaller proportion of overnight and longer stay holidaymakers. Tourism on the Mornington Peninsula focuses on the hinterland, coastal, bay and township environs and includes activities such as promenading along the beaches and jetties, swimming, water sports, fishing, boating, charters, spas, wine touring and bush walking. Sorrento Pier is currently a node for marine based tourism/commercial activities including dolphin swims/fishing charters/boat repairs/commercial diving and moorings maintenance. The seasonality of tourism on the Peninsula, with distinct peak and off-peak seasons, is a significant issue for the ongoing economic viability of businesses.
- Mornington Peninsula is a popular destination for **recreational fishing**. Previous studies for Council have highlighted that at certain times of the season demand for boat launching facilities exceeds capacity at

popular boat ramps. However, no publicly available empirical studies quantify users or estimate economic value of this sector to the local economy.

- There are currently no marine industry **vocational training** courses on the Mornington Peninsula. Stakeholders have expressed strong interest in attracting educational opportunities to the region.
- A number of **charters, recreational and commercial scuba diving companies** operate from existing piers and jetties around Port Phillip, Western Port and Bass Strait. Recreational dive training courses occur in Mornington, and charters typically leave from Mornington, Portsea and Flinders. There are five commercial diving businesses located in Mornington, Rosebud, Rye, Portsea and Hastings. Commercial operators provide services to the marine industry and marina construction. It is likely that local demand for these services would increase to meet the growing needs of the Port of Hastings.
- **Boat hire and fishing charter businesses** are located at Mornington Harbour, Yaringa Harbour and other piers and jetties across the region.
- A network of **marine rescue services and coast guards** operate around the Mornington Peninsula.

2.3 Existing Marine Infrastructure

The *Existing Boating Facilities - Central Coastal Region (Beca 2005)* that provide a summary of existing marine infrastructure on the Mornington Peninsula has been recently superseded by the *Recreational Boating Facilities Framework (2014)* which is reviewed in further detail in Section 3.3 of the Strategy. There have been upgrades to marine infrastructure since 2005 including the recent reconstruction of Flinders Pier and Hastings Pier, and the current reconstruction of Mornington Pier.

A Committee of Management typically manages coastal infrastructure. The Department of Environment, Land, Water and Planning (DELWP) appoints Committees of Management under the *Crown Land (Reserves) Act 1978* that are usually Council, a local club or a voluntary based Committee. Parks Victoria is generally responsible for piers and jetties. Council is generally responsible for boat ramps. Individual club committees and leaseholders are generally responsible for yacht clubs and large marinas.

There are 42 marine infrastructure locations across the Mornington Peninsula, including:

Wharfs: at Long Island (Hastings) including a major roll on/roll off jetty facility constructed as part of the Bluescope Steel complex, the Esso jetty at Long Island and a jetty at Crib Point, which also incorporates a pipeline connection to the Western Port, Altona, Geelong (WAG) pipeline. The Stony Point Jetty is part of the commercial port but also provides for the Inter Island Ferry service between Stony Point, French Island and Phillip Island. There is also a Ferry Terminal at Sorrento that provides infrastructure for the Queenscliff-Sorrento hourly ferry service.

- **Boat ramps:** 24 boat lanes are dispersed across 14 boat ramp locations on the Mornington Peninsula.
- **Boat clubs:** 14 boat clubs exist with twelve operating as private clubs and the remaining two as private clubs with a public component.
- **Marinas and harbours:** Four locations provide a significant cluster of marine infrastructure that together (or individually) form a larger marine precinct - Martha Cove, Mornington Harbour (Jetty, Yacht Club, Boat Ramp), Yaringa Harbour and Hastings Marine Precinct (inclusive of Yacht Club, Jetty, Boat Ramp and Marina),.
- **Wet berths:** Six locations provide wet berths - Stony Point Jetty (commercial operations only), Martha Cove, Mornington Harbour, Yaringa Harbour, Hastings Marine Precinct (inclusive of Yacht Club and Marina) and Blairgowrie Yacht Squadron.
- **Boat lift:** Seven locations provide a boat lift - Mornington Yacht Club, Yaringa Harbour, Hastings Yacht Club, Hastings Marine Precinct (inclusive of Yacht Club, Jetty, Boat Ramp and Marina), Blairgowrie Yacht Squadron, Canadian Bay and Daveys Bay.
- **Pump out:** Two locations provide pump out facilities - Rye Boat Ramp and Yaringa Harbour.
- **Dry berths:** 13 locations provide dry berths - Mornington Yacht Club, Yaringa Harbour, Hastings Marine Precinct (inclusive of Yacht Club, Jetty, Boat Ramp and Marina), Blairgowrie Yacht Squadron, Canadian Bay, Daveys Bay, McCrae Yacht Club, Merricks Yacht Club, Mt Martha Yacht Club, Rye Yacht Club, Safety Beach Sailing Club, Somers Yacht Club Inc and Sorrento Sailing Club.

- **Swing moorings:** 24 locations provide swing moorings - Flinders Boat Ramp, Flinders Jetty, Balnarring, Stony Point, Hastings, Daveys Bay (Mt Eliza), Mornington Boat Ramp, Mt Martha, Safety Beach, Dromana, Rosebud, Rosebud West, Tootgarook, Rye, Tyrone, Blairgowrie Camerons Bight, Sullivans Bay, Erlandsden East, Sorrento East, Sorrento West, Collins Bay, Portsea East and Portsea West.
- **Fuel:** Four locations provide boat-refuelling facilities - Martha Cove, Stony Point Jetty, Yaringa Harbour and Hastings Marine Precinct (inclusive of Yacht Club, Jetty, Boat Ramp and Marina).
- **Casual berths:** Only two locations provide casual berths - Flinders Jetty and Yaringa Harbour.
- **Servicing:** 14 locations where boat servicing is undertaken - Mornington Yacht Club, Yaringa Harbour, Hastings Marine Precinct (inclusive of Yacht Club, Jetty, Boat Ramp and Marina),, Blairgowrie Yacht Squadron, Canadian Bay, Daveys Bay, McCrae Yacht Club, Merricks Yacht Club, Mt Martha Yacht Club, Rye Yacht Club, Safety Beach Sailing Club and Sorrento Sailing Club. Apart from Yaringa Harbour and Hastings Marine Precinct , the servicing activities at other locations are generally small scale and focussed on club members.

3.0 Marine Legislative and Regulatory Considerations

A range of legislative, regulatory and non-regulatory requirements and standards are applicable to the planning, design and operation of marine precincts on the Mornington Peninsula. Depending on the nature of the proposal and the specific coastal location, proponents seeking to develop a marine precinct / infrastructure may need to consider the following legislative, regulatory and non-regulatory requirements.

3.1.1 Commonwealth Legislation

There is a range of Commonwealth legislation that may require approvals depending on the environmental, social, and economic or heritage values affected.

Relevant Commonwealth legislation to the marine sector includes:

- *Environmental Protection and Biodiversity Conservation Act 1999 (Clth)*
- *Native Title Act 1993 (Clth)*
- *Australian Maritime Safety Authority Act 1990 (Clth)*
- *Fisheries Management Act 1991 (Clth)*
- *Historic Shipwrecks Act 1976 (Clth).*

3.1.2 State Legislation

State based legislation requiring consideration depends on the applicable environmental, social, economic or heritage values that may be impacted. Relevant State legislation to the marine sector includes:

Planning and Environment Act 1987

Governance: Department of Environment, Land, Water and Planning

The *Planning and Environment Act 1987* provides the overarching framework for the use and development of land in Victoria. Planning schemes prepared under the provisions of the *Planning and Environment Act 1987* apply to each municipal area in Victoria. The relevant planning scheme on the Mornington Peninsula is the Mornington Peninsula Planning Scheme (Planning Scheme). The purpose of the Planning Scheme is to set out the planning policies and controls for defined use and development consistent with the objectives of planning contained in the *Planning and Environment Act 1987*. Council is responsible for administering the Planning Scheme.

Depending on the applicable planning controls, planning approval from Council may be required for marine land uses and developments. Council can amend the planning controls for marine precincts to allow for specified uses and development to occur without the need to obtain planning approval if they are in accordance with the controls potentially including an Incorporated Document or Development Plan.

Coastal Management Act 1995

Governance: Department of Environment, Land, Water and Planning

The *Coastal Management Act 1995* provides for the coordinated strategic planning and management of the Victorian coast. It also establishes the Victorian Coastal Council and Regional Coastal Boards. The Act provides for the preparation and implementation of management plans for coastal Crown land and a coordinated approach to approvals for the use and development of coastal Crown land.

Use and development of coastal Crown land requiring consent includes activities on any land reserved under the *Crown Land (Reserves) Act* for the protection of the coastline within 200 metres of the high watermark, on the sea-bed of the coastal waters of Victoria and on the sea-bed of any sea within the limits of Victoria.

Marine precincts located in coastal areas will typically require *Coastal Management Act 1995* consent.

Environment Protection Act 1970

Governance: Environment Protection Authority

The purpose of the *Environment Protection Act 1970* is to ensure the sustainable use and holistic management of the environment. The Act establishes the powers, duties and functions of Environment Protection Authority. The

State Environmental Planning Policies (SEPP) addresses marine sector activities such as aquaculture, ports, marinas and vessel operations. The general intent is to ensure that wastes such as litter, garbage, sediments, fuel, oil, sewage and ballast water are not discharged into aquatic environments.

Ports, marinas and vessel operations are to provide waste reception facilities and are to prepare environmental management plans in accordance with the *Cleaner Marina Guidelines* (EPA, 1998) and should also have regard to the *Best Practice Guidelines for Waste Reception Facilities at Ports, Marinas and Boat Harbours in Australia and New Zealand* (ANZECC, 1997).

Environment Effects Act 1978

Governance: Department of Environment, Land, Water and Planning

Public works for new infrastructure may need referral to the Minister for Planning for a decision whether an Environment Effects Statement (EES) is required or not. Triggers for an EES referral include (but are not limited to) the extent of habitat removal, affects to a Ramsar area, and potential effects on the community.

Flora and Fauna Guarantee Act 1988

Governance: Department of Environment, Land, Water and Planning

Marine precincts that affect listed flora and fauna will require approval under the *Flora and Fauna Guarantee Act*.

Heritage Act 1985

Governance: Department of Environment, Land, Water and Planning, Heritage Victoria

The purpose of the *Heritage Act 1985* is to protect and conserve places and objects of cultural heritage significance. Impacts to a listed site will require consent to disturb under the *Heritage Act 1985*.

Aboriginal Heritage Act 2006

Governance: Department of Premier and Cabinet, Office of Aboriginal Affairs Victoria

The purpose of the *Aboriginal Heritage Act 2006* is to protect places of Aboriginal heritage value. Impacts to a listed sites and areas of Aboriginal cultural heritage assessment will require approval under the *Aboriginal Heritage Act* and will require the preparation an approval of a Cultural Heritage Management Plan.

Crown Land (Reserves) Act 1978

Governance: Department of Environment, Land, Water and Planning

The State Government can sell, lease or licence Crown land to third parties under this Act. Most leasing of Crown land in Victoria is on land reserved under the *Crown Land (Reserves) Act 1978*. Unreserved Crown land may be leased, subject to the approval of the Minister. It is understood that the maximum lease term recently increased from 21 to 65 years for reserved Crown land.

Other State Legislation

Other State legislation with relevance to the marine sector on the Mornington Peninsula includes the *Land Act 1958*, *Port Management Act 1995*, the *Marine Safety Act 2010* and the *Port Management (Local Ports) Regulations 2004*.

3.2 Regulatory Framework

The following section summarises the regulatory process for marine sector projects.

Coastal Planning Governance

The various stakeholders and roles in coastal land use planning generally are:

Landowners: The foreshore is predominately reserved or unreserved Crown land. There are some areas where land is in private ownership.

Planning Bodies: Land use planning for the coastal foreshore areas across the Mornington Peninsula is undertaken by multiple agencies, often for the same geographical area. These include the State Government (Department of Environment, Land, Water and Planning, Victorian Coastal Council, Central Coastal Board), Local Government (Mornington Peninsula Shire Council) and State agencies (Parks Victoria).

Public Land Managers: Reserved Crown land is managed by Parks Victoria (e.g. National Parks and Marine Parks), and un-Reserved Crown land is managed by various public bodies under a Committee of Management (Parks Victoria, Council or clubs/ community groups).

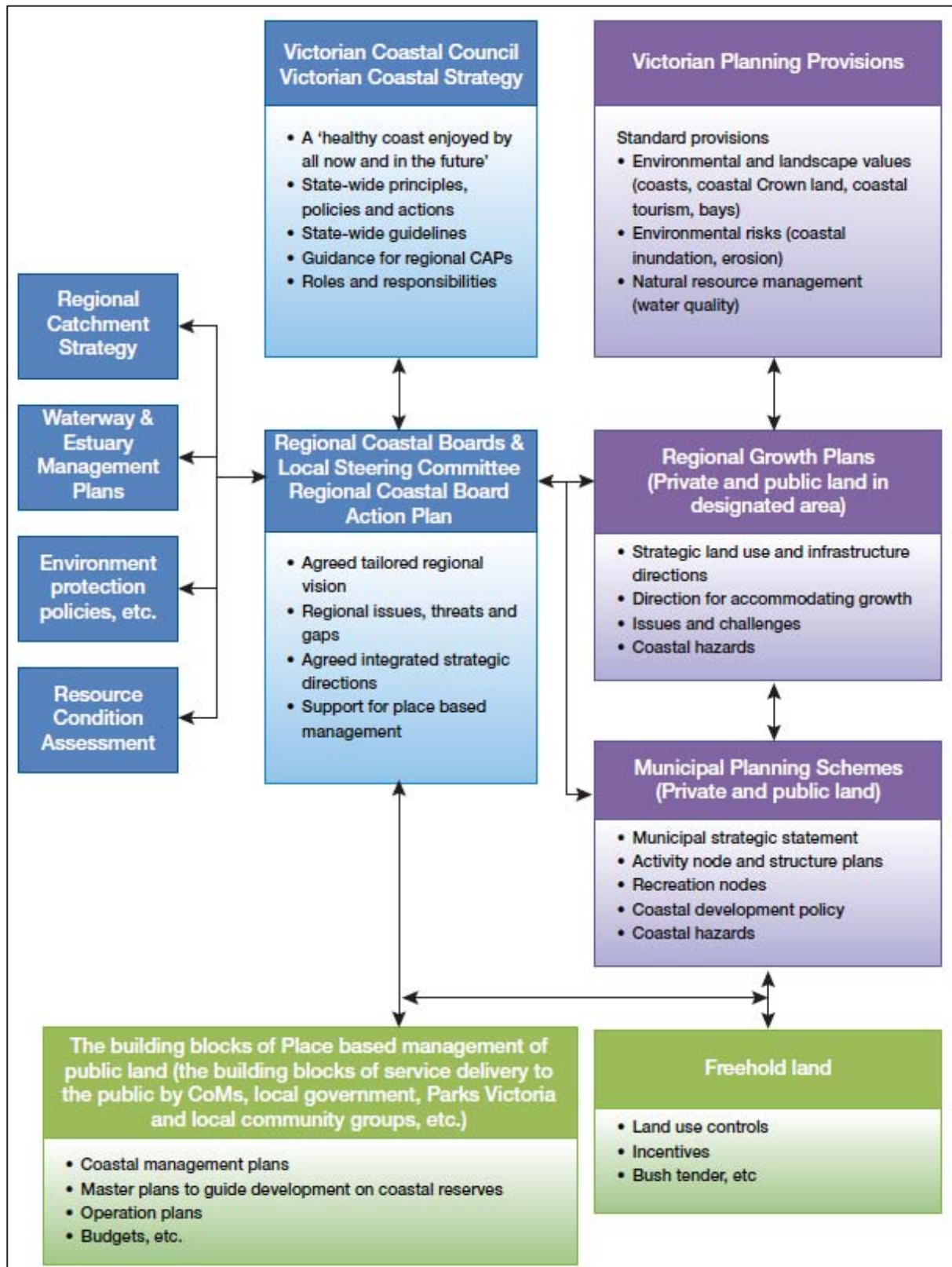
Government Department Agencies: Regulators assess and approve specific land uses in accordance with approved legislation. Regulators include Commonwealth, State and local Government departments responsible for the relevant legislation (as described below).

Figure 2 and Figure 3 provide an overview and a flow chart of the inter-relationship between coastal management and planning in Victoria. Commonwealth legislation provides another regulatory layer in the coastal management and planning process, however, these only arise where specific matters of National significance are impacted.



Source: Victorian Coastal Strategy 2014 (recreated and amended AECOM 2014)

Figure 2: Overview of Coastal Management and Planning in Victoria



Source: Victorian Coastal Strategy 2014

Figure 3: Detailed Overview of Coastal Management and Planning in Victoria

Note: The *Recreational Boating Facilities Framework* (February 2014) prepared by the Central Coastal Board is a more recent addition to this Coastal Management and Planning Framework.

3.3 Guidelines and Strategies

The following guidelines and strategies are relevant to the planning, design and operation of marine precincts on the Mornington Peninsula.

Best Practice Environmental Management Guidelines for Dredging, EPA Victoria, 2001

Where dredging is required within Victorian coastal waters then the proponent must obtain consent under the *Coastal Management Act 1995*. Where dredging is to occur within an area also covered by the Mornington Peninsula Planning Scheme¹³, then a planning permit application and *Coastal Management Act 1995* consent are required. Council cannot approve a planning permit until the Department of Environment and Primary Industry approves the proposed development under the *Coastal Management Act 1995*.

Dredging at the Port of Hastings will also require permission from the Port of Hastings Development Authority. In all other locations, it will require the permission of the local port manager who is currently Parks Victoria.

An application for consent to dredge will need to demonstrate that the depth and width of the channels is justified for the types of vessels that will use it. Environmental impact assessment will be required to assess the quality of the dredge material, disposal options and environmental impacts. The guideline quantifies appropriate depths as follows:

- Small boats: 2-3 metres
- Commercial fishing vessels: 3 metres
- Large yachts: 4 metres.

In addition, the movement of deep draught vessels should be co-ordinated with high tides to avoid/minimise dredging extent.

The Best Practice Environmental Management Guidelines for Dredging (EPA Victoria, 2001) seeks to manage dredging on a 'consent based approach', rather than a 'strategic planning' approach. That is, there is no strategic plan that identifies the preferred locations for deep-water access points. As such, there are no specific dredging criteria for land use planning to consider when preparing a strategic land use plan for coastal infrastructure. The Guidelines generally seek "to minimise the need for dredging and soil disposal".

For the purposes of this Strategy, we have developed the following criteria, based on the dredging impact assessment considerations contained in the guidelines, to inform high-level strategic planning considerations. The criteria are as follows:

- **Hydrographical:**
 - Sites with water access up to 4 metres draught for marine industry and marinas for large yachts (to minimise the need for dredging)
 - Sites with 2-3 metres for small boat marinas with wet and dry storage
- **Coastal morphology:** Sites where coastal morphology will require less demand for dredging is preferred (i.e. sand migration and accretion is less of an issue)
- **Soils:** Sites with non-contaminated soils are preferred as the sand can be reused on/off-site for other purposes and this will minimise waste and project costs. Dredging is to avoid areas of Coastal Acid Sulfate Soils, or limited to areas where there is existing dredging for marine infrastructure
- **Dredging:** Dredging already occurs at the site, rather than new locations, that requires new dredging activity
- **Infrastructure:** Augmenting existing coastal infrastructure is preferred, rather than the construction of new infrastructure in undisturbed semi-natural environments.

¹³ The geographical limit of planning schemes varies, ranging from the low water mark (the municipal boundary) to 600 metres offshore. Along the Port Phillip coastline, the limit of the Mornington Peninsula Planning Scheme is consistently 600 metres offshore. Along the Western Port coastline, it is predominately applied up to the low water mark, but in several areas extends into the waters up to several hundred metres. In one instance (the Special Use Zone 1) it extends out by one kilometre from the low water mark.

Landscape Setting Types for the Victorian Coast 1998 and Siting and Design Guidelines for Structures on the Victorian Coast, 1998

The purpose of the *Landscape Setting Types for the Victorian Coast* (Victorian Coastal Council, 1998) and the *Siting and Design Guidelines for Structures on the Victorian Coast* (Victorian Coastal Council, 1998) is to encourage sympathetic coastal development and coastal design. Development proposals should respect and respond to the relevant landscape characters. The intent is to minimise the visual impact and as such, projects should assess the capacity of the landscape to absorb change without creating visual impacts from prominent viewpoints. Proposals should respond to the relevant landscape characters for the area as outlined in the guidelines.

Victorian Coastal Acid Sulfate Soils Strategy, 2009

The *Victorian Coastal Acid Sulfate Soils Strategy* (Victorian Government, 2009) seeks to prevent the disturbance of Coastal Acid Sulphate Soils (CASS). CASS occur naturally and are generally found in low lying coastal plains and only cause environmental impacts when they are exposed to air. A range of activities, including earth moving, construction and dredging can cause the exposure of CASS. If marine precincts were inappropriately sited or dredging works inappropriately managed because the State failed to regulate proposed developments, then there is a higher potential for CASS to be disturbed with significant impacts to the environment. Identifying precincts that avoid CASS susceptible areas is the first step to minimise potential disturbance.

As such, precincts should be located, designed and maintained in accordance with the CASS Strategy. Any proposed development by a proponent would need to evaluate the potential impacts, as well as document mitigation and management measures. As part of the Coastal *Management Act* consent process, the State would review and approve the proponent's reports and management plans before works could commence.

If CASS is to be disturbed, then in addition to consent under the Coastal Management Act, a proponent must also evaluate the development against the following policies, guidelines and regulations:

- The EPA's Best Practice Environmental Management Guidelines for Dredging (BPMSG)
- The Industrial Waste Management Policy (Waste Acid Sulfate Soils) NoS125 1999 (IWMP)
- The Environment Protection (Industrial Waste Resource) Regulations 2009 and
- Information Bulletin 655.1 – Acid Sulfate Soil and Rock 2009, (EPA publication 655.1).

Generally, a proponent can only determine the specific location of CASS by undertaking detailed site investigations. The Department of Primary Industries (now the Department of Environment, Land, Water and Planning) prepared several map series in 2010 that show potential locations for CASS.

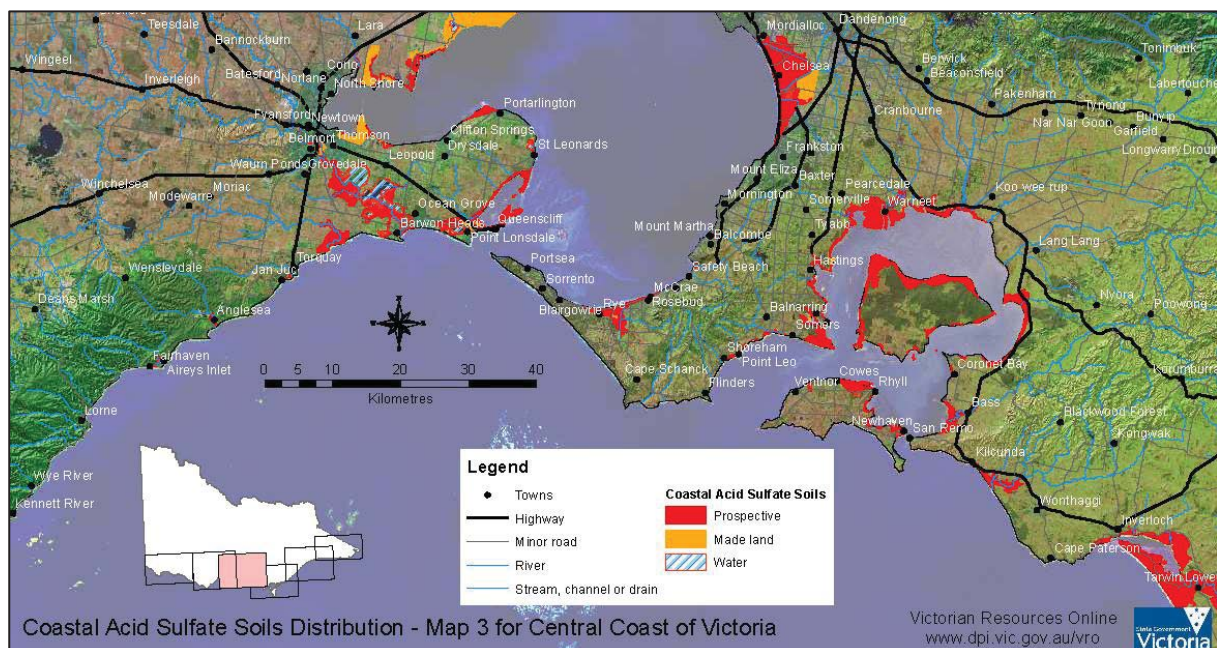


Figure 4: Potential Locations for Coastal Acid Sulfate Soils

Victorian Coastal Strategy, 2014

The *Victorian Coastal Strategy 2014* (VCS) sets out the broad vision, strategic directions and management for Victoria's coastal environments. It is to be used in the preparation of local and regional coastal strategic planning. The VCS provides a balanced approach to coastal land use planning, which recognises the importance of protecting environmental and social values, whilst also providing for commercial uses such as recreational boating, tourism and industry.

The VCS applies to the near-shore marine environment, the seabed and waters out to the State limit (5.5 kilometres offshore from the high water mark), Crown land within 200 metres of the high water mark, private and Crown land directly influenced by the coast or directly influencing the coastline and feeding rivers and drainage systems that lead into the bay.

The VCS includes criteria for use and development of coastal Crown Land. The list of criteria is extensive and is available in full in the VCS 2014.

Relevant considerations for marine precincts include:

- A demonstrated need to be located on the coast that is unable to be met elsewhere and which requires a coastal location
- The location within an activity node (or recreation node)
- The multi-use of sites, facilities, existing infrastructure and car parks which rationalises existing buildings without resulting in over-use
- Appropriate siting and design that responds to the coastal location
- Assessing the vulnerability of new coastal assets to climate change risk within the lifespan of the proposed development
- The potential disturbance of Coastal Acid Sulfate Soils.

The VCS recognises the important role of local and commercial ports in coastal environments and the need for marine and land side infrastructure, commercial operations (e.g. boat repairs) and associated activities (e.g. dredging and sand management).

Regional Coastal Plan (2014 – 2015)

The Central Coastal Board is currently preparing a Regional Coastal Plan. Existing Coastal Action Plans including the Mt Eliza to Pt Nepean Coastal Action Plan are to be replaced with the Regional Coastal Plan. The final plans and implementation will occur in 2015.

Once implemented, the Regional Coastal Plan will be an important consideration in the ongoing implementation of the Marine Precincts Strategy.

Regional Coastal Plans will:

- Identify and articulate key regional values, issues and priorities
- Set the regional vision, guiding principles and strategic directions to guide local management
- Build on existing regional and local plans and strategies, make linkages, and identify and address gaps
- Clarify and confirm the roles and responsibilities of agencies and stakeholders
- Include effective regional coordination and implementation arrangements including monitoring, evaluation and reporting.

Recreational Boating Facilities Framework, 2014

The Recreational Boating Facilities Framework functions as a 'resources and uses' report that will lead into the Regional Coastal Action Plan. The Framework confirms that recreational boating is a significant activity on the central coast, especially on Port Phillip and Western Port, which offer diverse boating opportunities. More than half of the registered boats in Victoria are based in this region.

The Framework identified some key boating issues and challenges . These include:

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

Figure 5 (a composite of several maps contained in the Plan) shows the existing and future network of boating facilities across the Mornington Peninsula as recommended by the Plan.

The Plan sets out the following 'directions' relevant to the Marine Precincts Strategy:

- The Bass Strait coastline is generally inappropriate and physically impracticable for boating facilities
- Dry boat storage should be encouraged in industrial zones with boats delivered to a chosen ramp. This is to avoid traffic congestion on foreshore.
- Existing swing moorings and safe harbours are upgraded before allowing new sites.
- No launching facilities be built along the coast between Portsea and Point Nepean
- Other than the identified boating facilities, marine precincts and aquaculture areas, all other areas are preserved in their near-natural state.
- There are four aquaculture areas in Port Phillip and one in Western Port.
- Point Nepean is a National Park. (Parks Victoria recently prepared the Point Nepean National Park Master Plan and Sustainable Use and Tourism Framework to guide use and development).
- Mornington
 - The area includes Mornington Harbour, Linley Point and yacht clubs.
 - The topography of Mornington consists of steep cliffs and pocket beaches, which are generally unsuitable for boating facilities and car parking opportunities, are constrained.
 - There is a boat launching facility at Linley Point (also referenced as Fisherman's Beach Boat Ramp)
 - Mornington Harbour should be upgraded to a safe harbour.
- Safety Beach
 - Safety Beach Marina is a multi-use precinct where development is ongoing development.
- Dromana to Rye
 - There is a lack of major boating facilities between Dromana and Rye and an additional regional facility in this area is encouraged. This would potentially include a marina, safe harbour, maintenance and service facilities, have all tide access and be a boating destination.
- Rye to Sorrento
 - Facilities between Rye and Sorrento have the largest and most modern facilities in very good condition.
 - Additional facilities are encouraged in this area, including upgrading Sorrento to a regional facility.
- Blairgowrie
 - The Blairgowrie Safe Boat Harbour is the only safe harbour between Mt Martha and Portsea. It provides short and long-term permanent berths for visiting boats.
- Flinders
 - The expansion of existing facilities is unlikely as the local bathymetry is shallow and rocky.
- Crib Point to Hastings
 - The Port of Hastings is a State Marine Precinct for port facilities and boat servicing.

- Yaringa Harbour
 - Yaringa Harbour is an existing marina with access via a channel. The Plan encourages the expansion of the Yaringa Harbour facility.

3.4 Local Government Planning

The Mornington Peninsula Planning Scheme incorporates State and local planning policy frameworks. Its purpose is to set the context for spatial planning and decision making across the Mornington Peninsula. The use, development and conservation of land on the Mornington Peninsula is to have regard to the planning policies and controls contained in the Mornington Peninsula Planning Scheme. Relevant policies and controls have been summarised in [Appendix A](#).

Mornington Peninsula Localised Planning Statement

The State Government recently adopted the Mornington Peninsula Localised Planning Statement. It seeks to ensure that the Mornington Peninsula is planned as an area of special character and importance with a role clearly distinct from and complementary to metropolitan Melbourne and designated growth areas. The Localised Planning Statement forms part of the Mornington Peninsula Planning Scheme. This planning policy will guide decision making on the Mornington Peninsula by every Department, Public Authority, Council and Responsible Authority. The policy comprises a series of objectives and strategies.

The Localised Planning Statement acknowledges that planning for the coast will recognise that this is an inherently dynamic environment. It is also recognised that it is important to clearly identify the role and function of different sections of coast, consistent with the environmental capacity of different areas, and to ensure public investment to support the recreational demands on the coast in appropriate areas to maintain and enhance the coastal experience.

Zones and Overlays

Figure 6 and Figure 7 overleaf show the zones and planning overlays that extend along and in proximity to the coastline. Due to the large number of overlays on the Mornington Peninsula, the overlays have been grouped into four common planning themes - Heritage and Built Form Overlays, Land Management Overlays, Environment and Landscape Overlays and Other Overlays (such as the Public Acquisition Overlay).

Most commonly, the Port Phillip coastline is located within the:

- Public Conservation and Resource Zone (marine inter-tidal area)
- Public Park and Recreation Zone (foreshore).

By comparison, the Western Port coastline is located within a diversity of zones, including the:

- Public Conservation and Resource Zone (marine inter-tidal area)
- Public Park and Recreation Zone (foreshore)
- Special Use Zone 1 – Port Precinct (approximately 3,000 hectares of land and 400 hectares of marine)
- Public Use Zone 7 (public land)
- Commonwealth land which is not subject to the Mornington Peninsula Planning Scheme.

The Port Phillip coastline is also subject to planning overlays that seek to protect environmental, landscape, heritage and built form values. The Western Port coastline is also subject to overlays that seek to protect environmental values. However, comparatively, there is only limited use of overlays seeking to protect landscape, heritage and built form values and these are generally applied to sites in-land from the coastline.

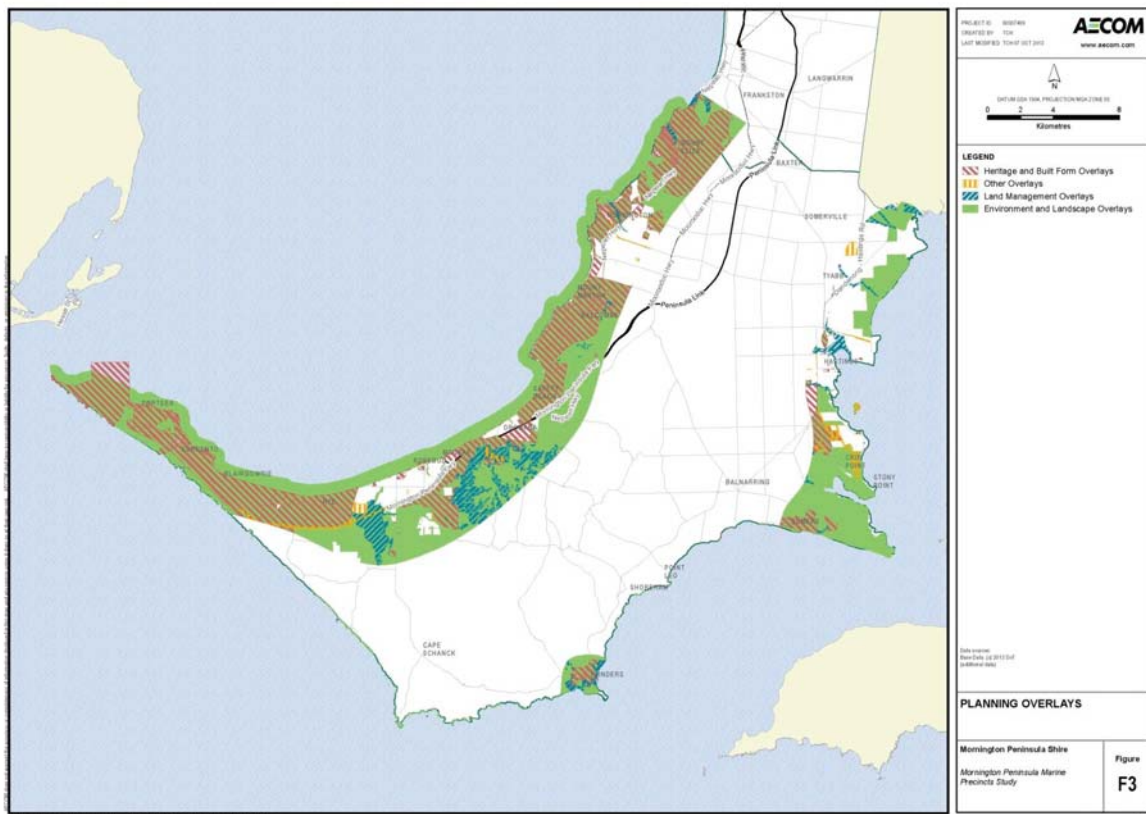


Figure 7: Planning Scheme Overlays

Mornington Peninsula Shire Strategic Plan 2013-2017

The Mornington Peninsula Shire Strategic Plan sets out eight overarching strategic goals. These goals seek to ensure that the Peninsula is liveable, affordable and sustainable, while providing services and infrastructure that respond to community expectations, at an affordable cost.

Economic Sustainability Strategy 2009 - 2014

The Mornington Peninsula Shire's Economic Sustainability Strategy 2009 - 2014 outlines 63 key projects. Relevant to this Strategy, Council's priorities include developing strategies to support the viability of small to medium size enterprise manufacturers, promote the recreational boating industry, tourism and aquaculture.

Coastal Management Plans

Summarised below are Coastal Management Plans for Mornington Peninsula that had been adopted at the time of preparing this Strategy.

Relevant strategic plans and key messages are:

- **Mount Eliza Foreshore Reserve Coastal Management Plan**
 - The vision for the area is *'to protect and maintain the natural, cultural and recreational values of Mt Eliza Foreshore Reserve, by provision of a clean, safe, and accessible coastal environment.'*
- **Mornington Coastal Management Plan (2012) and Mornington Harbour Precinct Plan (2012)**
 - A Mornington Harbour Precinct Plan was prepared that seeks to balance built form, access and car parking with environmental, visual amenity and recreational values.
 - The State Government announced in 2012 funding for the full reconstruction of the pier and the installation of wave screens along its entire length.
 - The vision for the Mornington foreshore is *'the Mornington foreshore will continue to be an iconic coastal gateway for the region and be well integrated with the Mornington Township. The intrinsic scenic, ecological, cultural and recreational values of the Mornington foreshore reserve, taken as a whole, will be protected, maintained and enhanced to provide a clean, accessible and safe coastal environment for current and future generations'.*
 - The Working Group's Progress Report (June 2013) summarised discussions to date. Views varied from relatively minor improvements to substantial site changes. Examples include, better management of existing infrastructure (including the reconstructed pier), providing more protected areas within the harbour, traffic and parking improvements, better signage and rationalisation of trailer unloading movements at the public ramp.
- **Mt Martha Foreshore Coastal Management Plan (2008)**
 - The vision is to retain the current environment and operational regime, with improvements to environmental outcomes, transport access and pedestrian connectivity with the nearby shops, upgrade to the aforementioned facilities provided they do not detrimentally effect the natural environment, and responding to climate change.
- **Rosebud Coastal Management Plan (2012)**
 - The Plan recommends further analysis of the Rosebud Motor Boat Squadron facility to determine its future use.
 - The Plan states that *'no new recreational boating facilities are envisaged, notwithstanding increasing demand for boating'* within the region.
 - The plan reinforces use for camping, biodiversity values and for stronger links between the foreshore and the Rosebud shopping strip.
- **Sorrento Recreational Boating Precinct Plan (2011)**
 - This Boating CAP states that this is the only other safe harbour in the region other than Queenscliff and Mornington, and it has comparatively deep-water access. For these reasons, it is one of the most highly used marine access facilities on the Mornington Peninsula.

- The Sorrento precinct is considered to be at capacity and the Plan encourages marine infrastructure investment into other locations (especially Rye which should be promoted as the main boat launching facility in the region) to alleviate congestion at Sorrento, that only after other facilities equal Sorrento's should further investment be made at Sorrento. The key congestion issues are traffic circulation, car parking supply, boat rigging, mooring/docking durations, and pedestrian-vehicle interfaces. The plan supports dredging to improve depths and remove vessel navigation hazards and extension of the jetty.
- The vision for the Sorrento precinct is *'The Sorrento Recreational Boating Precinct will continue to be maintained and enhanced where appropriate to fulfil its important role as a 'district' facility in the network of boating facilities in the southern Mornington Peninsula region by providing an appropriate level of safe and user friendly access for residents and visitors with smaller vessels seeking recreational boating opportunities in the area'*.
- **Portsea Foreshore Reserve Coastal Management Plan (2004)**
 - The plans seeks to improve recreational boating infrastructure, car parking, dingy storage, beach protection structures, signage
 - The vision is *'to use and manage the Portsea Foreshore Reserve so that natural values are protected, physical infrastructure maintained, and future development balanced to recognise the beauty and natural values of the Foreshore Reserve.'*
- **Point Nepean National Park Sustainable Use and Tourism Framework, Master Plan (2013)**
 - Marine based activities at Point Nepean that are encouraged include scuba diving, dolphin watching, water cruises, kayak tours, hire of specialist equipment and clothing. Consistent with the Plan, the State has proposed reinstatement of the former Quarantine Station Jetty or to construction of a new jetty and boat moorings. Other activities relevant to this Strategy may also include the potential for an education and learning facility, park and marine research facility, conferences, and events/festivals.
 - The vision for Point Nepean is *'to facilitate sustainable growth encouraging recreation and tourism, protecting natural and cultural values and celebrating history through rich story telling'*. Aspects of the plan include re-use, enhancement and supplementing of marine and landside activities, buildings and infrastructure near the historic Quarantine Station and in other limited locations throughout the National Park.
- **Flinders Pier Master Plan (2008)**
 - The Master Plan supported the (proposed) upgrade to Flinders Pier. Commercial and recreational users use the pier. Commercial users include the Sea Pilots of Western Port (boats are 13 metres long with a 1.1-metre draught), fishing and tourism charters, commercial aquaculture and fishing (mussel, abalone, parrot fish, crayfish and squid). Recreational users include Flinders Yacht Club, promenading, scuba divers and snorkelling, sailing, swimming and recreational fishing. The pier is located on a reef and the area is subject to strong winds that make using the pier dangerous on occasions. The upgrade would allow for 10 tonne vehicles and future construction of a crane should this be required in the future. The estimated cost of construction was \$1.2 million, plus 40% contingency.
- **Rye Recreational Boating Precinct Plan (2013)**
 - The Precinct Plan sets out a Master Plan to guide future development and improvement of the precinct, including capacity, functionality, landscaping and amenity. The projected cost of implementation is between \$1.75 and \$2.75 million.

4.0 Stakeholder Engagement

The development of the Marine Precincts Strategy involved extensive and ongoing stakeholder input, including industry advice and feedback, particularly from the Mornington Peninsula Marine Alliance. AECOM and Council held two separate stakeholder workshops. The first workshop was held at Mornington Yacht Club on Thursday, 17 of October 2013 and the second on Thursday 21 of November 2013. The workshops provided forums to identify and discuss the issues, constraints and opportunities for marine precincts on the Mornington Peninsula. In addition, several industry operators, Government departments and industry association representatives were also consulted in the preparation of the Strategy. A full summary of the two workshops is in [Appendix B](#).

Strong sentiment existed amongst workshop participants that Mornington Peninsula's marine sector has historically lacked definition, been under-valued, and importantly, been under-funded. The group strongly endorsed and supported Council's initiative to embrace and develop the local marine sector, to bring it to the fore and to encourage activities that are associated with it. It was widely recognised that by encouraging and investing in the growth and development of the marine sector that this would make a significant contribution to the economic and social well-being of the Mornington Peninsula. Many participants expressed that the extent and quality of landside physical infrastructure defines on-water opportunities and activities.

Stakeholders stated that the lack of appropriately zoned and affordable land, significant 'red-tape' challenges, and a complex governance structure are a major constraint on new opportunities. Several businesses highlighted that it had taken them between 5-10 years to obtain the requisite regulatory approvals for their developments with significant associated approvals related costs. Some businesses ultimately abandoned or discontinued their plans due to the scale of costs and the level of complexity associated with navigating multiple approval processes.

4.1 Marine Tourism

Industry stakeholders confirmed that they would like to see greater emphasis and investment placed on sea-based destination planning ('marine tourism') in Port Phillip and Western Port to encourage and sustain the marine sector. This includes facilities that support people sailing/cruising from one marina to another and allows them to stay overnight on their boat (or at a local hotel depending on the specific preference of the user).

The Mornington Peninsula has significant potential as a destination for cruise shipping. To support the further development of marine tourism, new/additional infrastructure at marinas is required. For example, safe harbours, visitor berths/moorings, refuelling services, showers, toilets and sewerage disposal. Related industries and businesses should be encouraged to develop within suitable marine precincts, as they will provide additional value added goods and services for the marine tourism sector. Participants cited specific projects as potential tourism opportunities that could, and should be, leveraged. These included the HMAS Otama Submarine and Point Nepean Quarantine Station. Council highlighted the potential visitation of cruise ships to Mornington Peninsula via Port Phillip and/or Western Port, with flow on benefits to local/regional tourism.

4.2 Marine Industrial

Boat building and servicing industry with direct access to the waterfront is required along both Western Port and Port Phillip. Common views expressed by stakeholders at the workshops were that 'heavy' boat building and servicing industry should be located on the Western Port side of Mornington Peninsula. Conversely, 'light' boat servicing industry should be located on both Western Port and Port Phillip sides of Mornington Peninsula. Some participants noted that direct water access is not a necessity in all situations as a large percentage of boats are 'trailerred' to and from private residences, and the marine sector workforce is highly mobile operating at numerous locations such as local yacht clubs, piers and jetties.

4.3 Recreational Boating

Public boat ramps and recreational boating club slips are significant tourism attractors for the Mornington Peninsula. It was widely recognised that these facilities make an important contribution to the local economy that should not be underrated. However, competition for public car parking spaces, launching facilities and tie-ups at jetties are major operational issues on the local foreshores on the Mornington Peninsula that detract from the boating experience and arguably act as a deterrent for marine based tourism. Generally, users frequently experience long delays to launch boats during peak periods. Anecdotally delays can be greater than two hours at

peak times. Whilst peak periods are most common during daylight hours during the summer, weekends and public holidays, they can also occur at other times of the night and year when the fish are 'running' in Port Phillip and Western Port. Conflicts, such as boat ramp rage between users at public and commercially shared facilities are a common occurrence. A common view from participants was 'both landside and waterside infrastructure need to be expanded to meet unmet and growing demand'. This raises issues of appropriate funding models for both the provision and maintenance of regional boating infrastructure.

4.4 Planning and Regulatory Issues

The Mornington Peninsula Planning Scheme, which governs land use, development and conservation across the Mornington Peninsula needs to be structured so that marine precincts are located in designated areas where the land is appropriately zoned, and specified uses can be allowed 'as of right' provided that are consistent with the planning controls and/or a Development Plan. In these areas, strategically planned marine based activities according to participants should be actively encouraged by State and local policy, as well as applicable planning controls.

Stakeholders strongly advocated that a new streamlined planning and regulatory framework is required for marine precincts to:

- Activate and support private sector investment
- Deliver timely approvals
- Minimise the duplication of roles across government in coastal foreshore areas

The Mornington Peninsula Marine Alliance recommended that an 'Advocacy Officer' be employed to guide and facilitate industry through the strategic planning and approvals process. This position would be similar to Council's 'Agricultural Advocate' and 'Place Makers', and could potentially be funded by Council and industry.

4.5 Government and Agency Feedback

Feedback from various Government departments and agencies included:

- Empirical studies are vital to determine the demand and need for infrastructure investment.
- Personal Water Craft (Jet Ski) are a growth industry that Government policy and initiatives should support in terms of manufacturing, servicing and recreational infrastructure. Parks Victoria estimated that the Personal Water Craft (Jet Ski) market has grown by approximately 19% in recent times.
- The EPA seek to ensure that works are undertaken in accordance with the relevant State Environmental Planning Policies (SEPPs), with developments to prepare construction and operation management plans, monitoring programs with regular reporting, and impact management strategies.
- The Port of Hastings confirmed that a business case is currently being prepared to investigate the potential for the future development of the Port of Hastings. The Port of Hastings expects that this will confirm the need for marine industry and services in proximity to the Port of Hastings.
- Parks Victoria generally supported boat dry stacking facilities in coastal locations and recommended that facilities be sited to minimise localised visual impacts.

4.6 Summary

The stakeholders involved in the consultation process represented a wide range of activities and interests. In addition to a wide range of location specific issues, a common issue was the perceived complexity of the planning process amongst a web of regulation. To some extent, the complexity of the regulatory system is a reflection of the sensitive coastal environment. However, there was consistent support for a planning system that provides marine precincts with a framework for pre-planning and coordination of investment with the intent to overcome the barriers faced by individual SMEs, and providing them with greater access and opportunities.

The identification, planning and support of a number of key precincts will add substantially to the network of locations, which supports marine based activities on the Mornington Peninsula. It is also important to emphasize that the Marine Precincts Strategy does not exclude new use or development occurring in other locations, and this is further discussed in Section 5.4.

5.0 Network of Marine Precincts and Nodes

There are many different types of marine precincts located on the Mornington Peninsula, each with a discrete role and function. This section provides an overview of the types, location and needs of marine precincts across the Mornington Peninsula. It sets out a marine precincts hierarchy for planning purposes and establishes a set of standardised siting and design considerations. It also summarises the development, planning and environmental considerations for the marine precincts.

In seeking to identify appropriate locations for designated Marine Precincts this Strategy applies the following approach.

- Assesses and ranks existing areas of marine based activity according to both the dominant type of activity and the level in the hierarchy of precincts and nodes on the Peninsula in a manner that is comparable to the existing Boating Coastal Action Plan.
- Defines three types of marine precincts on the Mornington Peninsula – industrial, recreational, and ‘multi-purpose’
- Defines the siting and design requirements for the different types of precinct to provide a development, planning and environmental frameworks for marine precincts
- Sets out criteria to assess the suitability of different locations for precinct development

Existing regional level locations arguably have the most potential for expansion and are more easily augmented than the establishment of new precincts/nodes. An empirical analysis of precinct capacity and user needs is recommended however prior to investment and expansion of facilities.

Some district level locations, or even green field sites may have the capacity and locational characteristics to support a significantly higher level of activity. There are a range of development opportunities outside of the main precincts and this Strategy in no way recommends against pursuing those options, such as expansion at the Hastings Marina, development at Stony Point and at Point Nepean, in parallel with the Precincts Strategy.

The Marine Precincts Strategy excludes detailed onsite investigations and therefore the recommendations are provisional pending more comprehensive economic, social and environmental assessments.

5.1 Marine Precincts Types

As described in Table 1 below, marine precincts have been grouped and characterised into three overarching categories to form the basis of a future planning typology.

Table 1: Marine Precinct Types

Precinct Type	Key Characteristics
Marine Industrial Precinct	Encompasses uses and activities that are primarily associated with the manufacturing and maintenance of commercial and recreational boats and marine infrastructure
Multi-Purpose Marine Precinct	Encompasses a diverse mix of land uses centred around an active coastal marine precinct that is a vibrant and attractive place to work, play, shop (where appropriate) and visit
Marine Recreation Precinct / Node	Encompasses a range of marine infrastructure and facilities accessed by recreational boating users, including yacht clubs, public boat ramps and jetties that are used by the public and commercial operators

5.2 Marine Precinct Hierarchy

There are 42 marine precincts and nodes across the Mornington Peninsula. These marine precincts and nodes have been classified and grouped based on their existing use, their potential future role and function, stakeholder feedback and opportunities for future infrastructure and investment.

Listed below in Table 2 are the key attributes of marine precincts and nodes. These attributes divide the existing and proposed marine precincts into Regional, District or Local facilities, and the results are contained in the Mornington Peninsula Marine Precinct Hierarchy. Geographically, these are depicted in Figure 8.

Table 2: Key Attributes of Marine Precincts

Scale	Key Attributes (May Include)
Regional and Sub Regional (precinct and node)	<ul style="list-style-type: none"> - A highly significant boating destination - A safe harbour - Existing or potential capacity for manufacturing - Existing or potential capacity for maintenance and service facilities - Wide catchment drawing from greater Melbourne - All tide access. <p>Note: Sub Regional refers to precincts and nodes that have a lesser potential for future long term growth.</p>
District (precinct and node)	<ul style="list-style-type: none"> - A boating destination. - A harbour which provides haven in some weather conditions - Catchment drawing from greater Mornington Peninsula district and surrounds - Limited maintenance and service facilities - Restricted tidal access.
Local (precinct and node)	<ul style="list-style-type: none"> - Boat launching locations, as opposed to a boating destination - Good quality boating facilities that cater for a limited range of activities - Harbour or safe harbour not expected - Catchment generally drawing from local area - Very limited maintenance and service facilities - Restricted tidal access.

The Port of Hastings is a State significant marine precinct. The role and functions of the Port is to facilitate the movement of goods with international, interstate and inter-regional markets. The State Government and the Port of Hastings Development Authority are currently undertaking planning and business case processes for this State significant marine precinct. Although located on the Mornington Peninsula, the Port of Hastings is subject to a separate planning regime. The Marine Precincts Strategy addresses regional, district and local level marine precinct facilities identified in Table 3.

The Sorrento Precinct includes a number of facilities that attract a wide catchment drawing from greater Melbourne and is considered to be a higher order facility than a District Precinct.

Table 3: Mornington Peninsula Marine Precinct Hierarchy

Location	Type	Hierarchy
Crib Point	Industrial	Regional
Martha Cove	Multi -purpose	Regional
Yaringa Harbour, inclusive of Yacht Club, Boat Ramp and Industrial Precinct	Multi-purpose /Industrial	Regional
Hastings Marine Precinct (inclusive of Yacht Club, Jetty, Boat Ramp and Marina)	Multi-purpose	Regional
Mornington Harbour, inclusive of Yacht Club, Jetty and Boat Ramp	Multi- purpose	Sub Regional
Rosebud, inclusive of Yacht Club, Motor Boat Squadron, Jetty	Recreational	Sub Regional
Sorrento, inclusive of Boat Ramp, Ferry Terminal, Jetty	Multi -purpose	Sub Regional
Rye Boat Ramp, Jetty	Recreational	Sub Regional
Stony Point Boat Ramp and Stony Point Jetty	Multi -purpose	Sub Regional
Blairgowrie Yacht Squadron	Recreational	Sub Regional
Flinders Boat Ramp	Recreational	District
Flinders Jetty	Multi -purpose	District
Point Nepean Quarantine Station	Multi -purpose	District
Anthony's Nose Boat Ramp	Recreational	Local
Cameron's Bight	Recreational	Local
Canadian Bay	Recreational	Local
Daveys Bay	Recreational	Local
Dromana Pier	Recreational	Local
Flinders Yacht Club	Recreational	Local
Linley Point Boat Ramp	Recreational	Local
McCrae Yacht Club	Recreational	Local
Merricks Yacht Club	Recreational	Local
Mt Martha Yacht Club	Recreational	Local
Point Leo Boat Club	Recreational	Local
Portsea Pier	Recreational	Local
Rye Yacht Club	Recreational	Local
Safety Beach Boat Ramp	Recreational	Local
Safety Beach Sailing Club	Recreational	Local
Somers Yacht Club Inc.	Recreational	Local
Sorrento Sailing Club	Recreational	Local
Tootgarook Boat Ramp	Recreational	Local
Tyrone Boat Ramp	Recreational	Local

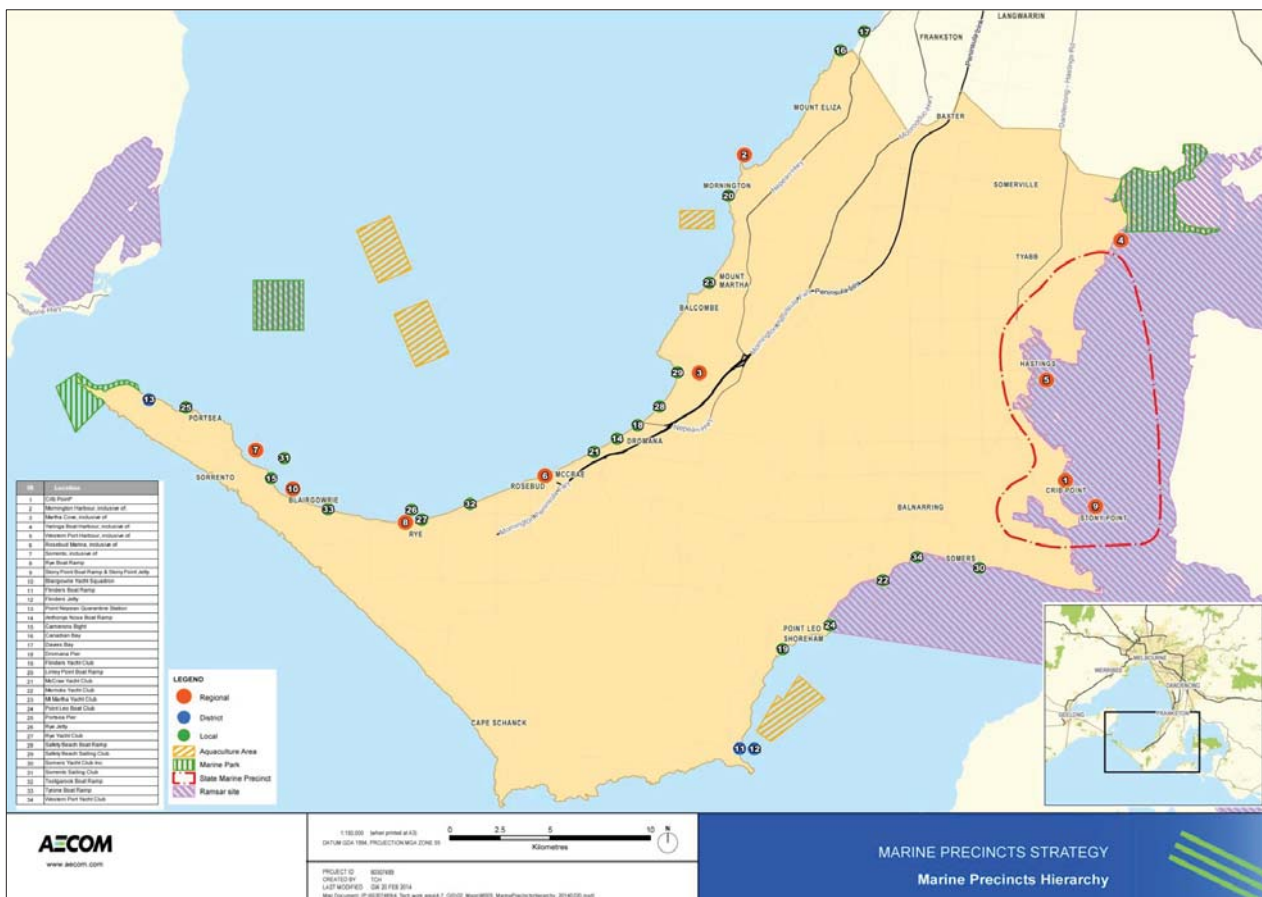


Figure 8: Proposed Mornington Peninsula Marine Precinct Hierarchy

5.3 Marine Precinct Siting and Design Considerations

A number of stakeholders consulted in the development of the Marine Precincts Strategy identified the perceived complexity of the planning process amongst a broader suite of regulatory requirements. The complexity of the process is generally a reflection of the sensitive coastal environment.

Although the siting and design of marine precincts involves a wide range of factors, there are a number of common elements. The following table provides a summary of standard site selection and design considerations with a focus on Marine Industrial Precincts and Marine Multi-Purpose Precincts. In applying the site selection and design considerations, the augmentation and optimisation of existing marine precincts on the Mornington Peninsula should have 'primacy'. The coastal environment is constrained across the Mornington Peninsula and wider synergies and benefits can be achieved through the co-location or clustering of marine activities.

The following Marine Precinct Siting and Design considerations are based on a review of the marine sector more broadly including precincts across Victoria and interstate.

Site Selection Element	Planning and Design Consideration(s)
Strategically appropriate site location and capacity to deliver land use synergies	<ul style="list-style-type: none"> - The site should be appropriately located to leverage site and surround characteristics.
Sufficient land availability that is developable	<ul style="list-style-type: none"> - There is sufficient, available and developable land to accommodate a proposed development and to facilitate future growth and expansion. - Land in a single tenure/ownership, or at least not in fragmented ownership. - For a Marine Industrial Precinct with a single operator the precinct could be up to 20 hectares (inclusive of landside and waterside infrastructure). There should be available adjacent land for expansion. - For a Marine Recreation Precinct with a single facility operator the precinct could be up to 10 hectares (inclusive of landside and waterside infrastructure) depending on the attributes of the development.
Appropriate waterside access with sufficient depth	<ul style="list-style-type: none"> - Hydrological depth at Marine Industrial Precincts and Marine Recreational Precincts should be sufficient to minimise dredging. Preferably, the hydrological depth at Marine Industrial Precincts should be at least 4 metres deep at Lowest Astronomical Tide. Hydrological depth at Marine Recreation Precincts should be 2-5 metres deep at Lowest Astronomical Tide. The wet berths at Marine Recreation Precincts should avoid dredging by allocating deep draught boats to deeper water, and by using a straddle carrier along the pier to launch boats into deep water. - Jetties and/or dredging may be required to achieve sufficient deep-water access.
Compatible adjacent land use(s)	<ul style="list-style-type: none"> - Existing sensitive land uses (e.g. dwellings, schools and hospitals) may limit the ability to establish potentially amenity affecting land uses. Incompatible land uses may lead to restrictions on the use of a site. - A sufficient separation distance between Marine Industrial Precincts and sensitive land uses should be provided in accordance with the Mornington Peninsula Planning Scheme and the EPA Victoria Publication 1518. - Once industry has been established, sufficient buffers must be maintained to protect industry from the encroachment of sensitive land uses to minimise land use conflicts.

Site Selection Element	Planning and Design Consideration(s)
Suitable topography and protection from sea level rise	<ul style="list-style-type: none"> - Marine precincts should be located on flat land that is a minimum of 2400 millimetre above the Australian Height Datum.
Compatibility with relevant planning policy and controls	<ul style="list-style-type: none"> - Proposals for development within identified marine precincts should demonstrate need, benefit from locating within the precinct, and the ability to meet the requirements of the precinct's planning provisions. - Planning policy and controls (zones and overlays) should support the development of the precinct with appropriate, but minimal, planning intervention. - Higher order Marine Industrial Precincts and Marine Recreation Precincts, should under the current suite of zones, be zoned Special Use Zone. Where the Special Use Zone is not supported by the Public Land Manager, then the Public Park and Recreation Zone and/or Public Conservation and Resource Zone could be applied. - Precinct / Master Plans be prepared to guide development and the approvals process. - Planning Overlays may be applied, where additional design outcomes are desired. - The selection of precinct locations should demonstrate consistency with State and local planning policies and where variation to existing zoning is proposed there should be a clear strategic planning assessment and justification process.
Minimise negative environmental impacts	<ul style="list-style-type: none"> - Consideration must be given to the values of the receiving environment, including the heritage, environmental and cultural assets and coastal processes. - Environmental impacts should generally be avoided, and if avoidance is not possible, then minimised and demonstrably managed. - Use and development of the site should have regard to the potential for pre-existing soil contamination and disposal.
Acceptable visual amenity impacts	<ul style="list-style-type: none"> - Marine Precincts should respond to the <i>Landscape Setting Types for the Victorian Coast and Siting and Design Guidelines for Structures on the Victorian Coast 1998</i>. - Site should be able to absorb the visual change and not create visual impacts when surveyed from a prominent viewpoint. Visually impacting structures should be screened from prominent coastal viewpoints.
Land transport access arrangements	<ul style="list-style-type: none"> - Precincts should be accessible via major and selected local roads.
Landside and waterside marine infrastructure	<ul style="list-style-type: none"> - The site should be able to accommodate an appropriate mix of landside and waterside infrastructure to meet the needs of users. - The site must have sufficient capacity to accommodate landside and waterside physical infrastructure and to allow for potential future expansion. - Infrastructure may include boat storage, dry stack storage, hardstand, sheds, straddle carrier, sea wall, breakwater, wharves, jetties, launching crane, slips and channels.
Capacity to connect utility services	<ul style="list-style-type: none"> - Precincts should have the capacity to be connected to utility infrastructure, including reticulated sewer and water, electricity, gas and telecommunications. In addition, Marine Industrial Precincts should also have access to three phase power.

5.4 Marine Precinct Development Framework

5.4.1 Management of Marine Industrial Precinct Interface Areas

The need to manage interface areas around marine precincts, and avoid/reduce future land use conflicts between incompatible land uses is a planning and operational challenge. It is evident that some marine precincts co-exist in close proximity to residential properties and other sensitive land uses. As property values increase, amenity expectations of third parties also have a tendency to increase. This in-turn can put unnecessary and time-consuming pressure on businesses.

There is a potential for land use conflict between industrial and commercial land uses with nearby residential land uses. Restrictions on the hours of operation of industrial and commercial operations should be minimised in a competitive market sector. Any restrictions on operations may represent a significant business impediment. Such impediments should be avoided by strategically planned land uses and the siting and design of marine precincts.

Residual emissions from marine precincts are a potential issue that may need to be managed. Residual emissions are discharges emanating to air, land, water and the acoustic environs. Typical examples of residual emissions include noise, odour, dust, and runoff or seepage of contaminants, resulting from industrial/commercial, domestic and transport activity. Generally, residual emissions are regarded as having the potential to adversely impact the conditions of the surrounding environs, whereby the 'liveability' or amenity expectations of individuals in proximity to the sources of emissions may be impacted. Furthermore, the impacts of the residual emissions may contribute to broader and potentially further-reaching environmental degradation issues.

The management of residual emissions should be considered early in the planning and design phase of marine precincts and actively monitored during their ongoing operation. One of the potential "offsite" effects relates to traffic movement and the safety, amenity and functionality of the road network – including requirements for construction and maintenance. On this basis, locations with existing main road access are generally preferred.

The opportunity for dry boat stacking within industrial precincts on the Mornington Peninsula should be considered to help meet ongoing demand and protect the coastline.

5.4.2 Common User Wharf Facility at Marine Industrial Precincts

Experience elsewhere indicates that a common layup berth and travel-lift should be provided at a Marine Industrial Precinct(s) on the Mornington Peninsula. This will ensure access to an appropriate lay-up berth, wharf area, straddle carrier for launching and retrieving boats for ship repair, or maintenance and refit operations. It will enable a fair and equitable access for multiple operators to bid for projects and make their bids more attractive in a highly competitive market place. A common user facility requires careful planning to ensure that the operations of existing marine industrial businesses and other land uses are not adversely or unreasonably affected.

An important planning issue for a common user facility is the provision of a safe heavy vehicle access road. The hardstand area should be capable of withstanding the loads of heavy vehicles and the short-term storage of plant and equipment. Where required, land reclamation should be negotiated with the State Government and environmental considerations (e.g. exposure of Coastal Acid Sulfate Soils) need to be satisfactorily addressed.

The establishment of common user facilities typically require significant Government support. To best meet competing demands, it is important to ensure equitable access to facilities by a range of users, with co-ordinated access times. Given the scale of the marine industry on the Mornington Peninsula, it may be feasible for a single marine industry operator to establish and operate a wharf facility with operational arrangements put in place to ensure that access is available to a range of local users in accordance with a clear access agreement.

5.4.3 Marina Development

The Boating Coastal Action Plan (2007) identified the potential for a new marina in Port Phillip, between Martha Cove and Blairgowrie, subject to take up of capacity at Martha Cove. In addition, recreational boat users identified the need for a network of safe harbours along the coast, and many commercial operators (e.g. charters) expressed the need for a marine precinct that could cater to the needs of marine sector, resolving the conflicts with recreational boat users at existing jetties.

5.5 Planning Implementation

Mornington Peninsula Planning Scheme

Planning for marine precincts is a complex task, particularly given the pressures that already exist on coastal land, prevailing environmental values, competing user interests, fragmented governance and management arrangements, the high costs of marine infrastructure and maintenance and the uncertainties associated with climate change.

The majority of the workshop participants supported the concept of a simplified planning regime. To simplify the planning process for potential marine industrial activities and recreational development will require a degree of upfront planning. For example, the preparation of Development Plans would allow the application of a Special Use Zone combined with a Development Plan Overlay ('DPO') to facilitate marine precinct development in accordance with such plans.

Local planning policy levers could be proactively used to support the growth and development of marine industrial and recreational precincts on the Mornington Peninsula. The marine sector would benefit from the tailoring of specific zones and overlay schedules that support the development of marine precincts as a special use. Further support can be articulated via clear planning policies and zone objectives that provide improved guidance and public transparency when considering planning applications associated with marine precincts.

The Mornington Peninsula Planning Scheme could be modified to incorporate specific initiatives, and to provide a more strategic and transparent approach to the management of marine based land use and development. It is recommended that Council:

- Review and update the Municipal Strategic Statement ('MSS') to give appropriate and proportionate recognition to existing marine industrial activities and encourage further marine industry and related uses in appropriate locations, particularly where it can be demonstrated that locational requirements such as waterfront access or co-location with existing marine industry operators are achievable. Non-marine industry uses should be discouraged from establishing on key sites/precincts, particularly those with significant accessible water frontage.
- Apply a Special Use Zone ('SUZ') to marine precincts and nodes that are classified as regional facilities (see the Mornington Peninsula Marine Precinct Hierarchy in Table 2). The zoning would establish tailored land use objectives and set out permissible land uses. The SUZ would help to reduce/manage the establishment of non-marine industry related uses on key sites within the precinct.
- Where a SUZ is applied to a marine precinct then it is recommended that the DPO also be applied to the land. The purpose is to provide for marine activities and development generally in accordance with a Development Plan to the satisfaction of Council. The DPO should, for example, require the marine precinct to identify:
 - The form of existing and proposed landside and waterside infrastructure, buildings and land uses
 - The potential environmental, amenity and visual impacts and appropriate avoidance / mitigation measures
 - The site access, circulation and vehicle parking arrangements
 - Any necessary operational conditions relevant to that precinct.

Environmental Stewardship

To accompany the implementation of the Marine Precincts Strategy, it is recommended that a high level Environmental Management Framework be developed to support environmental enhancement and protection. Developing environmental credentials and a commitment from the local businesses will help to create and sustain a positive environmental image for the marine sector on the Mornington Peninsula.

To ensure that environmental stewardship is an integral part of the future planning and development of Marine Precincts on the Mornington Peninsula, the following strategies should be implemented:

- Adopt a best practice environmental management and risk management approach particularly for coastal processes which aim to avoid or minimise environmental degradation and hazards, such as coastal acid sulfate soils
- Prevent environmental problems created by siting incompatible land uses close together
- Protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity)
- Protect areas and sites with significant historic, architectural, aesthetic, scientific and cultural values.

6.0 Development Strategy

6.1 Vision

To capitalise on the significant potential for the growth and long-term expansion of the marine sector on the Mornington Peninsula, a common 'vision' is essential. Developed by the Project Control Group, the vision for marine precincts including nodes on the Mornington Peninsula is:

Mornington Peninsula: Two Bays with a Network of Marine Precincts

The foundations underpinning this vision are that the Mornington Peninsula will:

- Be the foremost location in Victoria for marine based recreation, tourism and industrial activities.
- Provide a network of recreational marine precincts that support recreational boating.
- Provide a network of marine precincts that support boat building and servicing industries.
- Encourage public and private investment into marine infrastructure that supports marine based industries, recreation, tourism, aquaculture and education.

6.2 Directions, Objectives and Initiatives

The following directions, objectives and strategies form the basis of Councils planning policies to encourage and support the development of the marine sector on the Mornington Peninsula. The following tables outline the strategic initiatives, stakeholders responsible for implementation and the broad timing for implementation.

Legend:

- DEDJTR: Department of Economic Development, Jobs, Transport and Resources
- DET: Department of Education and Training
- DELWP: Department of Environment, Land, Water and Planning
- DoD: Department of Defence
- POHDA: Port of Hastings Development Authority
- PV: Parks Victoria
- MPSC: Mornington Peninsula Shire Council
- MTO: Marine Tourism Operators
- PS: Private Sector
- YC: Yacht Clubs
- PoMC: Port of Melbourne Corporation
- Time Scale:
 - Short term: 0 – 5 years
 - Medium term: 5 – 10 years
 - Long term: 10+ years
 - Ongoing: continuous action

DIRECTION 1

Encourage and support the sustainable development of Marine Industrial Precincts on the Mornington Peninsula.

Objectives

- To support the growth of Marine Industrial Precinct(s) with direct access to deep water
- To encourage boat building, boat servicing and allied industry to locate within Marine Industrial Precincts

Initiatives		Responsibility	Timing
1.1	Liaise with the Port of Hastings Development Authority (PoHDA) in relation to the opportunity for a Marine Industrial Precinct for boat building, servicing and allied industries within the Special Use Zone 1 (Port Related Uses Zone) and Public Purposes /Port Zone, with access to port channels.	MPSC: Advocacy POHDA: Lead (Business Case)	Short Term
1.2	Subject to support from POHDA, undertake detailed site feasibility assessments for the development of boat building, servicing and allied industries in the following locations: - Crib Point - Port of Hastings, generally between Bayview Road, Denham Road and Frankston Flinders Road in Hastings.	MPSC: Advocacy State, POHDA, PS: Lead (Feasibility Study)	Short Term
1.3	Support the development of boat servicing (with potential operation restrictions) at the following locations in areas where activities will not impact on the amenity of sensitive land uses and subject to the resolution of site specific constraints: - Yaringa Harbour (south of Lumeah Road) (short-term) - Hastings Marine Precinct, inclusive of Yacht Club, Jetty, Boat Ramp and Marina (medium term). More landside space to allow the expansion of Western Port Yacht Club. Proposals for the development of a new Marine Industrial Precinct or expansion of an existing facility should be accompanied by a market assessment confirming the level of demand for the facility on the Mornington Peninsula.	PS: Lead MPSC: Advocacy and Policy	Ongoing
1.4	Support and promote the ongoing development of aquaculture and facilitate the sale of 'sea farm' products from local jetties and marinas.	PS: Lead PV, MPSC: Advocacy and policy	Short Term
1.5	Support the development of the local marine industry by employing / engaging an 'Advocacy Officer' to guide and facilitate the industry through the strategic planning and approvals process. Investigate private and public sector funding models.	MPSC: Lead, advocacy and policy PS: Support	Short Term
1.6	Address ongoing dredging at recreational boating facilities to improve safe harbour user access in all weather conditions.	PV: Lead MPSC: Advocacy and Policy	Ongoing
1.7	Examine the potential for consolidated environmental approval(s) for maintenance dredging on the Mornington Peninsula to minimise the significant costs for existing clubs, marinas and other marine infrastructure facilities.	PV: Lead MPSC: Advocacy and Policy	Ongoing

DIRECTION 2

Provide a facilitatory approvals process for identified marine precincts.

Objectives

- To encourage and support investment and job creation within marine and allied industries.

Initiatives		Responsibility	Timing
2.1	Develop and introduce a 'Marine Industrial Precinct Special Use Zone(s)' in the Mornington Peninsula Planning Scheme and customise planning controls to facilitate the development of boat building and servicing, marine retail, marine education and allied activities, as well as to facilitate the construction and maintenance of landside and waterside infrastructure.	MPSC: Lead State: Support	Short Term
2.2	Introduce a Development Plan Overlay for Marine Industrial Precincts that requires a Development Plan to be prepared for marine precincts that set out: <ul style="list-style-type: none"> - The location and form of existing and proposed landside and waterside infrastructure, buildings and land uses - Potential environmental, amenity and visual impacts and avoidance / mitigation measures - Site access, circulation and vehicle parking arrangements - Operational and management requirements relevant to that precinct 	MPSC: Lead State: Support	Short Term
2.3	Apply the standardised site selection and design considerations set out in the Marine Precinct Siting and Design Considerations (see Section 5.3) and prioritise existing marine precincts for enhancement.	MPSC: Lead State: Support	Medium Term

DIRECTION 3

Encourage and support marine sector education and training for residents and employees on the Mornington Peninsula.

Objective

To encourage the development of a marine sector training centre and/or training courses to meet the needs of marine manufacturing/servicing industry, recreational boating education programs for the community, seamanship and marine sector tourism.

Initiatives		Responsibility	Timing
3.1	Undertake a market assessment of educational needs and providers and investigate a location where education providers for marine industry, recreational boating and tourism could operate on the Mornington Peninsula. The cost and benefit of locating such a facility at the Chisholm Institute of TAFE in Frankston should be a comparison point where a range of other courses and facilities are provided for students.	MPSC: Advocacy and policy Lead: State (DET, DEDJTR, DoD)	Medium Term

3.2	Investigate the potential for HMAS Cerberus education courses to operate in an external facility located outside of the naval base.	MPSC: Advocacy and policy Lead: State (DET, DEDJTR, DoD)	Short Term
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DIRECTION 4

Encourage and support broader recognition of the local marine sector including recreational boating, marine tourism and marine industrial activities.

Objective

To promote the Mornington Peninsula as Victoria's premier location for marine recreational boating, tourism and industry.

Initiatives	Responsibility	Timing
4.1	Implement the recommendations contained in this Strategy and encourage, advocate and support: <ul style="list-style-type: none"> - Marine industry, infrastructure and recreational facilities on the Mornington Peninsula - The ongoing operation of the Mornington Peninsula Marine Alliance - Events and festivals held by local yacht clubs and marinas - A seafood or marine festival/event that celebrates the maritime environment, maybe a series of events 	MPSC: Lead Ongoing
4.2	Promote a network of safe harbour destinations for people to sail around Port Phillip and Western Port.	MPSC: Lead PS, YC, PV: Support Short Term
4.3	Develop and implement a Mornington Peninsula Marine Tourism Marketing Strategy that builds on the Marine Precincts Strategy's vision as a brand and promotes the network of marine tourism destinations accessible by water, safe harbours, overnight accommodation and amenity facilities.	MPSC: Lead PS, YC: Support Medium Term
4.4	Develop and implement a complementary Marine Precincts Communications Strategy to educate recreational boat users about the network of marine precincts and encourage them to use facilities that are appropriate for their needs based on real time information about trailer parking capacity.	MPSC, MA: Lead PS, YC: Support Ongoing
4.5	Ongoing support for the Sorrento-Queenscliff Ferry and support the enhancement of the terminal precinct and surrounds.	PS: Lead MPSC, PV: Advocacy and policy Medium
4.6	Investigate opportunities and infrastructural requirements for cruise ship operators to station ships in Port Phillip and Western Port and to alight passengers to jetties / ferry terminals on the Mornington Peninsula.	PS: Lead MPSC, PV and PoMC: Advocacy and policy Short

DIRECTION 5

Encourage and support the development of Marine Recreation Precincts in appropriate locations on the Mornington Peninsula.

Objectives

- To reduce waterside and landside delays, congestion and conflict at public boat ramps, piers and jetties between recreational and commercial users seeking to launch and retrieve boats.
- To protect the coastal environs and recreational boating infrastructure.

Initiatives		Responsibility	Timing
5.1	Encourage and support the private sector to provide marine infrastructure in appropriate locations that supports sailing between destinations, including safe harbours, wet berths, waste disposal, utilities, amenities, accommodation.	PS, YC: Lead and Delivery MPSC, PV, DELWP: Advocacy and policy	Medium Term
5.2	<p>Develop and implement a Mornington Peninsula Recreational Boating Strategy that further investigates and makes specific recommendations in relation to:</p> <ul style="list-style-type: none"> - The potential for additional mooring and tie up facilities at the following piers and jetties: <ul style="list-style-type: none"> • Sorrento Pier • Hastings Jetty • Portsea Pier • Rye Jetty • Dromana Pier (including potential extension and widening). - The potential for additional temporary tie-up facilities at the following boat ramps: <ul style="list-style-type: none"> • Hastings Boat Ramp • St Aubins Way Boat Ramp • Stony Point Boat Ramp • Linley Point Boat Ramp • Rye Boat Ramp. 	<p>MPSC: Lead, advocacy and policy</p> <p>PV: Support and delivery</p> <p>(Delivery of infrastructure upgrades is the responsibility of the relevant agency).</p>	Short Term
5.3	<p>In conjunction with the Yacht Clubs on the Mornington Peninsula, explore the opportunity for the expansion of existing Yacht Club boat ramps/slips for the launching of recreational boats on a user pays basis with booking and management support.</p> <p>Support the public launching of recreational boats from Yacht Clubs with appropriately facilities.</p>	<p>MPSC: Advocacy and policy</p> <p>YC: Support and delivery</p>	Short Term

DIRECTION 5

Encourage and support the development of Marine Recreation Precincts in appropriate locations on the Mornington Peninsula.

5.4	<p>From an asset and risk management perspective, review the provision of infrastructure and on-site facilities at public boat ramps and jetties, and identify works to be undertaken, including:</p> <ul style="list-style-type: none"> - Ramp angles and design to minimise submerging cars in sea water (including algae minimisation) - Floating jetties where new jetty facilities are required - Way finding signage (rationalise and standardise, where appropriate) - Public amenities, such as lighting, toilets bins, chairs, marine education signage (e.g. fishing limits). 	<p>MPSC: Lead (Delivery of infrastructure upgrades is the responsibility of the relevant infrastructure agency). PV: Support</p>	Ongoing
5.5	<p>Identify which boat ramps and jetties are needed by specific users such as public launching facility at Yaringa. Prioritise their use subject to their capacity to accommodate particular user demands. In conjunction, educate users about the network of boat ramps and public jetties on the Mornington Peninsula, encouraging users to launch from facilities that are most appropriate to their needs.</p>	<p>MPSC: Lead PV: Support</p>	Short Term
5.6	<p>Encourage additional wet berths and dry stacking facilities at:</p> <ul style="list-style-type: none"> - Existing and new harbours, marinas and yacht clubs located on the coastline. - Marine precincts located on the coast or within designated existing industrial estates such as the proposed dry storage facility that would complement the existing boat manufacturing, restoration and life-cycle maintenance services offered at the Sorrento Industrial Estate. <p>Where industrial precincts are provided inland, support the development of associated boat launching locations on the coast.</p>	<p>MPSC: Advocacy and policy PS: Support and Delivery</p>	Short Term
5.7	<p>Assess the traffic demand to and car parking demand at marine precincts. Improve the distribution, role and functional layout of car/trailer parking.</p> <p>Investigate the possibilities for overflow car/trailer parking and boat storage away from the coast, especially at the following locations:</p> <ul style="list-style-type: none"> - Linley Point Boat Ramp - Hastings Boat Ramp - Hastings Yacht Club - Stony Point Boat Ramp - Rye Boat Ramp. 	<p>MPSC: Lead</p>	Short Term

DIRECTION 5

Encourage and support the development of Marine Recreation Precincts in appropriate locations on the Mornington Peninsula.

5.8	Encourage the development of a web-based service that provides real time information for recreational boat users about demand and wait times at boat launching facilities on the Mornington Peninsula. Develop a pilot program to test pre-booking and scheduled launch times at a selected boat ramp(s).	MPSC: Lead PS, YC: Support, Delivery	Short Term
5.9	Investigate the provision of 'marshals' at public boat ramps during peak periods to direct and manage traffic and provide user pays launching assistance as required, and including options for cost recovery.	MPSC: Lead	Short Term
5.10	Continued advocacy in relation to the development of the Stony Point to Cowes Car and Passenger Ferry Service.	DELWP: Lead MPSC: Support	Ongoing

DIRECTION 6

Encourage and support a planned hierarchy and network of marine precincts.

Objectives

- To encourage marine precincts to function and operate as a network and not merely a collection of individual facilities.
- To provide a network of private and public marine precincts and associated infrastructure that supports access to Port Phillip and Western Port for recreational boating, commercial charters, ferries, commercial fishing and aquaculture, and marine industry.
- To maximise the use of existing marine precincts and infrastructure across the network before encouraging the development of new marine precincts and infrastructure in undeveloped locations.

Initiatives		Responsibility	Timing
6.1	Prior to the development of new marine precinct and infrastructure, an empirical evaluation should be prepared to consider the capacity of the broader network and justify the need for a new facility.	PS: Lead MPSC, DELWP, PV, YC: Support	Short Term
6.2	Identify the origin and destinations for marine tourism operators and thus their preferred locations for pier and jetty access, and then rationalise the distribution and access to the network.	MPSC: Lead MTO: Support	Medium Term
6.3	Reference the Marine Precinct Hierarchy (provided in Table 3) within a local policy of the Mornington Peninsula Planning Scheme	MPSC: Lead	Short Term
6.4	Support the development of appropriate marine based destinations, with safe harbours and amenity facilities for on and off boat accommodation. Any future upgrades of existing boating facilities such as the existing Rosebud Motor Boat Squadron to true all-weather safe harbour status would be subject to a range of technical investigations.	MPSC: Lead	Medium Term

7.0 Investment and Funding Attraction

7.1 Delivery Management of Marine Precincts

There are a number of options for the management of marine precincts on the Mornington Peninsula, including:

- Owned by State or Local Government and managed by a private entity, and
- Fully owned and operated by a private entity.

Independent of the management model of the marine precinct, in order to ensure that the facility meets its intended objectives in relation to providing on-going support for industry and recreation, certain principals should be enshrined in its operation, including:

- Equitable access to facilities on a reasonable commercial basis
- Users of the facilities will meet minimum standards in relation to occupational health and safety, environment, and industrial relations
- Common-user facilities are provided for multiple users and whilst the facility is managed by a single operator, the use of the facility is not limited to an individual or company
- For Marine Industrial Precincts the precinct is to be sufficiently large to enable multiple work programs to progress simultaneously.

Privately Owned and Operated Marine Precinct

The privately owned and operated model is becoming increasingly common in the development of infrastructure projects as Governments seek to avoid upfront capital expenditure. This model involves a private entity (often a consortium of companies) taking on the role of funding, constructing, owning, and operating the facility. The Government will on occasion make a contribution toward the delivery of the facility. Typically, this may take the form of either the sale or lease of the required land, to the private entity, for a nominal sum (not reflecting the market value of the land).

The main advantages of the privately owned and operated model are that the Government is relieved of all direct commercial burdens associated with development and operation of the facility.

The main disadvantages of the privately owned and operated model are that the development of the facility may not proceed if there is not a suitable commercial business case for its development and operation.

Recommended Delivery Management Approach

If the marine precincts at Crib Point or at a safe point between Martha Cove and Blairgowrie were to be pursued then it is recommended that a Government owned and privately managed model be adopted. This option is preferred, as the land is already either predominately owned by Government or by Government entities.

For Yaringa Harbour, it is recommended that the privately owned and operated model be adopted for the industrial precinct area. This option is preferred, as the land is privately owned by a single (or few landowners) and adjacent to an existing marina that is privately owned and funded.

For the public boat ramp at Yaringa Harbour, it is recommended that a privately managed model be adopted. As the land is Government owned, a long term lease occupation could be established to support private sector investment in the development and operation of a public launching and day trailer parking facility.

7.2 Framework for Investment

A central feature of the Marine Precincts Strategy is that it provides a framework that will deliver a level of planning certainty and transparency to stakeholders (i.e. Government, industry and residents). The creation of an overarching vision and planning framework will provide opportunities for Council to proactively capture new investment and support marine precincts to build on their competitive advantages in an efficient and timely

manner. Identifying designated areas for marine industry and infrastructure to be concentrated will support business case development and guide the investment of capital in new or upgraded boating facilities.

Collaboration and Communications

A collaborative and transparent approach between the State Government, Council, the Mornington Peninsula Marine Alliance, Boating Industry Association of Victoria, and local businesses will be needed to create and sustain a niche branding for the marine industry and recreational precincts.

As an implementation action, it is recommended that co-ordinated and publicly transparent marine industry marketing collateral be prepared to profile existing businesses and attract new players be progressed. Provision and support of existing businesses and the active attraction of new business will create a regional identity for marine precincts and add to the sustainability of the marine industry and recreational precincts on the Mornington Peninsula.

A communication strategy targeting the local business community to ensure that business operators and residents are kept informed about current developments and major projects in the marine sector should be developed and implemented by Council in conjunction with the Mornington Peninsula Marine Alliance.

Business Support

During the preparation of the Strategy, stakeholders expressed concern that Government regulations are impacting on the overall development of their businesses, particularly in areas such as planning and environmental regulations. Many businesses contended that the complexity and lengthy process results in significant financial burden.

Broader Government recognition and support for the establishment, expansion and ongoing operation of marine industry and recreational precincts is needed in order to achieve a long-term sustainable marine sector on the Mornington Peninsula.

Branding

A distinct branding for the network of marine precincts on the Mornington Peninsula should be developed and implemented. An identity branding will help to raise awareness of the Mornington Peninsula Marine Precincts as a distinct geographical area within Greater Melbourne for the marine industry and recreation.

The branding exercise should include:

- A marine precincts website overseen by Council
- Linking the branding to the marine industry and recreation facilities on the Mornington Peninsula
- Signage at each marine precinct linked to the Mornington Peninsula Marine Network branding.

Other investment opportunities for the marine sector include physical improvements to the public realm, including landscaping treatments such as the planting of street trees, installation of furniture and lighting.

Education Facility

The local marine sector needs to plan for the education of its next generation. Council should support initiatives that seek to encourage Government and private investment into education and training for the marine sector on the Mornington Peninsula. The *Boat Industry Training Market Analysis and Conceptual Model: Strategy for recreational boat manufacturing training in Victoria* (Department of Education and Early Childhood Development, August 2013) investigated models for training and education courses for the marine sector. The report provided several options to deliver a course, including on the job training, TAFE, Registered Training Organisation and accessing overseas training courses. The report does not identify locations where an education facility should be based, but it does acknowledge that Mornington, Melbourne and Geelong are the main boat building and servicing hubs in Victoria.

7.3 Grants and Government Funding

A range of grants and Government funding sources have been identified as part of the Marine Precincts Strategy. The Recreational Fishing Grants Program and Boating Safety and Facilities Program directly relate to the provision of marine infrastructure in coastal environments and are likely to be an important funding source for local marine infrastructure projects. The Coastcare Victoria Community Grants Program may be an important funding source to undertake community projects nearby to marine precincts aimed at enhancing the local environment. The Public Safety Infrastructure Fund is a potential funding source to improve public safety and crime prevention at marine precincts.

Each of the funding programs have varying application periods and closing dates by which applications must be received. They are generally around the same time each year, however specific dates may differ. The exception to this is applications for Aids to Navigation category, which are accepted all-year-round.

Boating Safety and Facilities Program

The Boating Safety and Facilities Program is aimed at recreational boating use. It is a State Government funding initiative that seeks to make boating safer and more accessible. The Department of Environment, Land, Water and Planning (DELWP) is responsible for managing and administering the Program. The total funding pool is generally in the range of up to \$5 million per annum. Grants are generally between \$50,000-140,000, but may be as large as up to \$400,000.

Funding is available to local waterway authorities, Government agencies, committees of management and community groups, schools, fishing and boating groups, SAR groups (recognised by Victoria Police).

Grants are allocated for future initiatives, not for reimbursement of costs for items, activities or works already undertaken. Projects that are already underway cannot apply for a grant under this program. Projects should only be started after the Minister has publicly announced the successful applicants.

Funding categories are:

- Boating Infrastructure
- Education and Training
- Search and Rescue
- Aids to Navigation

Funding can be used for:

- Boat ramps, jetties, trailer parking, minor access dredging, selected infrastructure, and boating development plans.
- Boating safety training courses.
- Whilst ongoing dredging will not be funded through this program, one-off dredging activities may be supported - for example dredging due to a storm event.

Purchase of rescue boats, rescue equipment, major and minor signage, buoyage, navigational aids, vessel traffic systems and boating zone reviews for all waterways (except State waters).

Recreational Fishing Grants Program

Recreational Fishing Grants Program Small Grants Program provides funding for projects, which benefit public recreational fishing in Victoria of a value up to:

- \$5,000 for the Small Grants Program
- \$5,000-100,000 for the Large Grants Program
- Greater than \$100,000 for the Commissioning Program of large priority projects.

The grants aim to support actions or programs, which aim to boost participation in recreational fishing and related activities. The program is open to community not-for-profit organisations, angling clubs/associations, schools, statutory bodies/Government agencies and incorporated bodies/associations.

The Small Grants Program is open all year round for applications, subject to available funding for any given period. The Program will provide funding:

- To implement or upgrade existing recreational fishing facilities such as, the installation of life buoys at rock fishing locations, solar lighting above fishing platforms, fish cleaning facilities, directional and information signage for fishing locations, fence-styles/gates to gain or improve access to fishing locations, and the construction of fishing platforms, access paths, stairs and/or walkways to popular fishing locations.
- To conduct an event/program to promote responsible recreational fishing practices, improve angling skills and knowledge amongst participants, and/or increase participation in recreational fishing. Events might include a workshop or training session, 'Come and try' fishing days, and club promotion days.
- The preparation of educational material such as brochures, reports, DVDs and radio programs that would promote responsible/sustainable recreational fishing practices.

The Large Grants Program is aimed at funding projects in one or more of the following project areas:

- Recreational fishing access and facilities;
- Recreational fisheries' sustainability and habitat improvement;
- Recreational fisheries-related education, information and training; and
- Recreational fisheries research.

The Small and Large Grants Program will not provide funding for recreational boating-related infrastructure including, but not confined to boat ramps, pontoons and/or related jetties, ramp access dredging, boat wash-down facilities, boat berthing, boat trailer access and/or car parking that may be funded from recreational vessel registration fees under the control of the Department of Transport, or an alternative source.

Coastcare Victoria Community Grants Program 2013

The Coastcare Victoria Community Grants Program provides grants of up to \$20,000. The Grants are for community groups and their activities. The purpose is to provide for the ongoing protection and conservation of coastal landscapes and the near-shore marine environment.

The grants seeks to support projects that conserve and support coastal and marine ecosystems and environments across the State through rehabilitation, restoration and preventative actions undertaken by volunteer groups.

Public Safety Infrastructure Fund

The Public Safety Infrastructure Fund grants are open to Councils and provide for up to \$250,000 per Council annually. The purpose of the grant is to improve public safety and security infrastructure with the aim of enhancing community safety and confidence in public places. There must be a clear nexus with crime prevention that the project is seeking to address at the project location.

Measures that will be considered include, for example, improving lighting, improving opportunities for natural surveillance, increasing amenity and public use and improving access to and from public places. The types of projects that are eligible for funding include, for example:

- Lighting systems, or other physical security or safety measures
- Streetscape and amenity improvements in public places
- Any physical element of a public place Closed Circuit Television system (CCTV).

The grants are for infrastructure and exclude other items, such as project management, design costs, community consultation, evaluation, legal and administrative costs, planning permits or fees, camera licences and audit services.

8.0 Conclusion

Ensuring that the Mornington Peninsula is strategically positioned to meet ongoing demand and capture additional growth in the local marine sector is a future planning and design challenge for the region. The Strategy provides a comprehensive analysis of the existing marine precincts and infrastructure on the Mornington Peninsula and outlines the current policy and regulatory frameworks applicable to the marine sector. As outlined in this Strategy, the local marine sector on the Mornington Peninsula is an important and significant economic pillar that should be proactively supported if it is to prosper and sustainably grow.

Feedback from the local marine industry is that regulatory and operational barriers impede investment and the ongoing operation of marine industries on the Mornington Peninsula. This Strategy responds by strategically identifying locations where marine precincts and nodes could be further augmented and sustainably developed on the Mornington Peninsula. The Strategy also outlines a long-term planning and investment framework.

Central to this Strategy is a planning and implementation framework for Council to guide and support the sustainable development of the local marine industry and recreational sectors, including funding opportunities and implementation requirements. More specifically, this includes:

- Identifying three types of marine precincts on the Mornington Peninsula that Council has the primary role of planning and overseeing implementation
- Defining a hierarchy for a network of marine precincts on the Mornington Peninsula having regard to their existing use, future potential role and function, stakeholder feedback and opportunities for future infrastructure and investment
- Siting and design considerations for marine precincts and nodes with a focus on Marine Industrial and Multi-Purpose Precincts
- Providing a framework in which to consider the role of government and private entities in the ownership and management of new marine based facilities and infrastructure
- Ongoing mechanisms to support investment and development of marine precincts, including collaboration and communications, business support, branding and an education facility
- Identifying grants and funding sources available to owners and operators to support future investment in the local marine precincts.

To capitalise on the significant potential for future growth and the long-term expansion of the local marine sector on the Mornington Peninsula, a common 'vision' is essential. The adopted overarching vision for local marine precincts on the Mornington Peninsula is:

Mornington Peninsula: Two Bays with a Network of Marine Precincts

The foundations underpinning this vision are that the Mornington Peninsula will:

- Be the foremost location in Victoria for marine based recreation, tourism and industry.
- Provide a network of recreational marine precincts that support recreational boating.
- Provide a network of marine precincts that support boat building and servicing industries.
- Encourage public and private investment into marine infrastructure that supports marine based industries, recreation, tourism, aquaculture and education.

Supporting this vision are the six directions and related initiatives, which form the basis of Council's Strategy to encourage and support the planning, design and operation of marine precincts on the Mornington Peninsula. In summary, the implementation of these directions and initiatives will ultimately give the local marine sector on the Mornington Peninsula the best opportunity for sustainable, long-term growth and success.

Appendix A

Mornington Peninsula Planning Scheme

Appendix A Mornington Peninsula Planning Scheme

The Mornington Peninsula Planning Scheme sets out the State and local planning policy framework.

The purpose of the State Planning Policy Framework is to set the context for spatial planning and decision making in Victoria. Planning and responsible authorities are to have regard to and be consistent with State planning policy when formulating and implementing local planning schemes.

State planning policy seeks to contain coastal settlements to defined boundaries, protect and enhance coastal environs and landscapes, avoid development prone to environmental risks, locate commercial activities within existing activity centres, support well-located industry, support the growth of tourism, marine precincts and ports, and the timely provision of appropriately located infrastructure.

Relevant policies include:

- Clause 11.05-5 Coastal settlement
- Clause 12.02 Coastal areas
- Clause 13 Environmental risks
- Clause 17.01 Commercial
- Clause 17.02 Industry
- Clause 17.03 Tourism
- Clause 18.03 Ports
- Clause 19 Infrastructure

The Local Planning Policy Framework (LPPF) is prepared by the local Council responsible for administering the municipal planning scheme, in this case the Mornington Peninsula Shire. The LPPF provides the context, policies and strategic basis for the application of planning controls. When preparing planning scheme amendments and/or before making decisions about permit applications, planning and responsible authorities must have regard to the LPPF.

Clause 21.02 Profile of the Mornington Peninsula

The Mornington Peninsula coastline and urban uses have a complex interrelationship with the foreshores, coastlines and marine environments of Port Phillip, Western Port and Bass Strait. It contains many environmentally significant areas of international, national and state significance, including Western Port of which the majority is nominated as a Ramsar. It is a major recreational playground for Greater Melbourne, providing short and long-term visitation and recreational opportunities, many of which are centred on the coastal environment. It has a major deep-water port facility at Hastings and numerous local boating facilities including major facilities at Mornington, Hastings, Sorrento, and Crib Point. Vehicle and passenger ferry services operate between Sorrento and Queenscliff (Port Phillip) and passenger services operate between Crib Point, French Island and Phillip Island (Western Port).

Clause 21.03 Mornington Peninsula - Regional Role and Local Vision

The vision includes developing Mornington, Rosebud, Sorrento and Hastings as activity nodes, with Rosebud identified as a location for larger tourism facilities. Coastal management is identified as a core issue, especially given the narrow coastal strip and multiple land use pressures. The intent is to plan and coordinate foreshore activities to achieve beneficial social, environmental and economic outcomes.

Clause 21.04 Mornington Peninsula Strategic Framework Plan

The framework plan was last updated in 2006. It recognises the following activity nodes - Mornington, Hastings, Sorrento, Crib Point and Rosebud – and states that *‘achieving balance does not mean trying to accommodate all land uses in all locations; it means making the most of each area’s particular strengths and respecting limits’*.

Clause 21.06 Strategic Framework and the Peninsula's Settlement Pattern

This policy seeks to encourage strategic planning for urban growth and management. It encourages development into existing town boundaries. It seeks to provide appropriate separation distances between residential areas and incompatible land uses, including industry and land designated for port and port related development.

Clause 21.07 Guiding Future Township Development

Amongst a range of policies contained in this clause, this policy seeks to facilitate the expansion of existing and new industries. This policy recognises the geographical advantages for marine industry, need for a supporting planning framework and need to understand industrial land use demand and supply. Implementation strategies include the provision of land for industrial development based on actual/anticipated demand and preferable in locations that do not affect residential and commercial areas. This policy also seeks to protect industry from the encroachment by sensitive land uses that would restrict industry operations.

Clause 21.08 Foreshores and Coastal Areas

This policy seeks to guide the coordinated use and planning of foreshore and coastal areas. The policy states that the majority of development will be contained to the Port Phillip coastline, with limited uses along the Western Port and Bass Strait coastlines. The policy discourages developments in erosion susceptible areas (i.e. cliffs), seeks to limit the development of coastal infrastructure to existing areas with preference for re-use over new facilities unless there is a substantial net community and environmental benefit, and that structures respond to their surrounding and are consistent with the Landscape Setting Types for the Victorian Coast 1998) and Siting and Design Guidelines for Structures on the Victorian Coast (1998).

Clause 21.10 Managing Port Area Development

This policy recognises the strategic importance of the Port of Hastings as a long-term port. The planning scheme has applied the Special Use Zone to ensure that development is in accordance with the long-term development as a port precinct. The key issue is *'to ensure that land in proximity to the port area remains available for port related development and is not compromised by short term development decisions'*. To this end, the policy recognises the importance of preventing land fragmentation and the encroachment of sensitive land uses.

Zones

Most commonly, the Port Phillip coastline is located within the Public Conservation and Resource Zone (marine inter-tidal area) and Public Park and Recreation Zone (foreshore). By comparison the Western Port coastline is located within a diversity of other overlays, including the limited areas within the Public Conservation and Resource Zone (marine inter-tidal area) and Public Park and Recreation Zone (foreshore), as well as the Special Use Zone 1 – Port Precinct (land: approximately 3,000 hectares and marine: approximately 400 hectares), Public Use Zone 7 (public land) and Commonwealth land that is not subject to the Mornington Peninsula Planning Scheme.

Overlays

The Port Phillip coastline is also subject to planning scheme overlays that seek to protect environmental, landscape, heritage and built form values. The Western Port coastline is also subject to overlays that seek to protect environmental values, but there is only limited use of overlays seeking to protect landscape, heritage and built form values and these are generally applied to sites remove from the coastline.

Figure 6 and Figure 7 show the zones and planning overlays along and in proximity to the coastline. Due to the large number of overlays in Mornington Peninsula overlays have been grouped into four common planning themes - Heritage and Built Form Overlays, Land Management Overlays, Environment and Landscape Overlays and Other Overlays (such as the Public Acquisition Overlay).

Clause 52.10 Uses with Adverse Amenity Potential

The purpose of Clause 52.10 is to provide appropriate separation distance between industry and sensitive land uses (e.g. dwellings, hospitals and schools). Marine based industries may include processes that could impact on the amenity of sensitive land uses, and an the policy recommends threshold distances, including freezing and cool storage (150 metres), seafood processor (500 metres), panel beating (100 metres) and joinery (100 metres).

Appendix B

Stakeholder Engagement

Appendix B Stakeholder Engagement

Workshop No.1

A Stakeholder Workshop was held at Mornington yacht Club on Thursday, 17 of October 2013 to discuss the issues, opportunities and potential vision for Marine Precincts in the Mornington Peninsula Shire. Prior to the Stakeholder Workshop, we also separately met with several industry operators, Government departments and industry association representatives to discuss the Strategy. The majority of the views summarised below are from participants who attended the Stakeholder Workshop.

The meeting was attended by approximately 50 people including Councillors, Council staff, State Government representatives, and a cross section of marine industry, marinas and recreational boating clubs.

The format for the workshop included a presentation by Council and AECOM outlining the purpose and context of the Marine Precinct Strategy, the process for the workshop, a description of the study area and characterisation of the different types of Marine Precincts on the Mornington Peninsula.

Following the presentation attendees divided into tables to discuss and record their views and experiences of the issues, opportunities and vision for marine precincts on the Mornington Peninsula. To conclude, a representative from each table provided feedback to the wider group.

Five key questions were posed at the workshop, as follows:

1. What are the local issues?

- What are the conflicts and constraints that limit recreational boating and industry?

2. What marine activities should be encouraged?

- What marine culture should be encouraged?
- What are Mornington Peninsula's strengths and comparative advantages that it can leverage? Are there opportunity gaps?
- What is happening elsewhere that should be encouraged on the Mornington Peninsula and is there local market demand for such an opportunity?
- Where should these activities be encouraged and/or discouraged?

3. What would a successful marine precinct look like?

- To provide structured feedback Marine Precincts were divided into six types – Port Precincts, Marine Industrial Precincts, Multi-Purpose Marine Precincts, Recreational and Tourism Precincts and Single Purpose Recreational Precincts.

4. What infrastructure is needed?

- What marine infrastructure is needed to support marine activities, are the infrastructure gaps?
- What infrastructure could be shared?

5. What are the planning and regulatory issues?

- Are there planning and regulatory issues that are restricting investment?
- What planning framework is required to facilitate the efficient set up and operation of business?

6. How should investment and funding be encouraged?

- What is the role of the private sector and Government sector?

The feedback from the workshop are summarised overleaf:

What are the local issues?

Participants provided a number of examples and anecdotes that illustrate the local issues that are leading to conflicts and when combined constrain recreational boating and industry on the Mornington Peninsula. These issues included:

- Car and boat parking congestion on land is leading to rage between users.
- Demand for berths/tie-ups at piers and jetties are leading to rage between users.
- Some businesses are perceived to be 'unfairly monopolising' car parking spaces at the expense of other waterside and landside businesses.
- People who have purchased a boat often resell the boat, as they are unable to access the water. According to some participants, many of these 'recreational boaters' are time poor, but have the financial capacity to pay for a 'user pays' system.
- There is a lack of 'destinations' with safe harbours and appropriate user facilities for people to sail/cruise to on Western Port and Port Phillip.
- There is insufficient investment in land and waterside recreational boating infrastructure on the Mornington Peninsula.
- The Port Phillip foreshore is highly constrained by existing urban uses. Some people expressed the view that there is not enough space and therefore waterfront access is not a possibility. Others expressed the view that waterfront access is vital and that location specific solutions need to be developed that meet the need for waterfront access.
- A local harbour instigated a valet service, but had to discontinue the service, as they had not obtained the appropriate approvals.
- Access from the water to industrial precincts is a significant constraint for businesses and boat users who need boat repair services.
- Industry operators cited the lack of appropriately zoned and inexpensive land, significant 'red-tape' challenges, and a complex governance structure across Committees of Management, local, State and Federal Governments.
- Several marine industry operators highlighted that it had taken them between 5-10 years to attain the requisite regulatory approvals for their developments with costs running into hundreds-of-thousands' of dollars. Some operators ultimately abandoned their plans due to the cost and complexity of navigating the multiple stakeholder and approval processes.

What marine activities should be encouraged?

There was a strong sentiment amongst the participants that Mornington Peninsula's marine sector has historically lacked definition, been under-valued, and is generally under-recognised and under-funded. The group strongly endorses and supports Council's initiative to embrace the marine sector, to bring it to the fore and to encourage activities that are associated with it. It is widely recognised that by encouraging the marine sector that this would make a significant contribution to the economic and social well-being of the region. Many participants expressed that the extent and quality of landside physical infrastructure defines on-water opportunities and activities.

Sea-based destination planning (hereafter referred to as 'marine tourism') in Port Phillip and Western Port is needed to encourage and sustain the marine sector. This includes facilities that support people sailing/cruising from one marina to another and allows them to stay overnight on their boat (or at a local hotel *depending on the preference of the user*). Marine tourism requires the development of new/additional infrastructure at marinas, for example, safe harbours, visitor berths/moorings, refuelling services, showers, toilets and sewerage disposal. Related industries and businesses should be encouraged to develop within suitable Marine Precincts, as they will provide additional goods and services for the marine tourism market sector. Specific projects, such as the HMAS Otama submarine and Point Nepean Quarantine Station were cited as a potential tourism opportunities that could be leveraged.

Marine tourism on the Mornington Peninsula should be co-ordinated with neighbouring municipalities. Around Port Phillip, this could be pursued through the Association of Bayside Municipalities. It was suggested that Mornington Peninsula should form a similar association to address joint planning issues affecting Western Port (this would

include the municipalities of Casey, Cardinia, Bass Coast, and the Department of Transport, Planning and Local Infrastructure as they administer the French Island Planning Scheme).

Well-located boat building and servicing industry is needed in both Western Port and Port Phillip, with direct access to the waterfront. Common views provided at the workshop were that 'heavy' boat building and servicing industry should be located on the Western Port coastline of Mornington Peninsula. Whereas 'light' boat serving industry should be located on both Western Port and Port Phillip sides of Mornington Peninsula. It was noted by some participants that direct water access is not a necessity in all situations (presumably because a large percentage of boats are trailered and transported on land to private residences, and the workforce is highly mobile operating at numerous locations such as local yacht clubs).

Public boat ramps and recreational boating club slips are significant tourism attractors and they make an important contribution to the local economy that should not be underrated. However, competition for public car parking, launching facilities and tie-ups at jetties are major issues on the foreshore that detract from the boating experience and arguably deter marine based tourism. Long delays are generally experienced during peak periods. Whilst peak periods are most common during daylight hours during the summer, weekends and public holidays, they can also occur at other times of the night and year when the fish are running in the bays. Conflict between users at public and commercially shared facilities is a common occurrence. Landside and waterside infrastructure needs to be expanded to meet unmet and growing demand.

Given the composition of the participants, the majority of feedback related to growing the industry and pursuing development opportunities near existing infrastructure. Other comments that expressed alternative views included:

- The duplication of costly infrastructure needs to be avoided.
- A new marina is not needed until such time that Martha Cove is more intensely used.
- Development should respond to and be sensitive to the local coastal environment.
- Marine industry can operate inland, provided there is good transport accessibility.
- Point Nepean should not be developed as a marine precinct.
- Congested areas should not be further developed, instead new locations should be pursued.

Other examples of Marine Precincts cited by the group included:

- The Naval Yards in Philadelphia, as an example where recent planning initiatives have encouraged the introduction of publicly accessible recreational boating activities in an area previously restricted to port activities.
- Hillary's Boat Harbour in Western Australia, as an example of a multi-purpose precinct that in addition to recreational boating infrastructure and servicing, it also includes restaurants, bars, night clubs, shopping, attractions and accommodation.

What would a successful marine precinct look like?

Port Precincts:

- The opportunity at the Port of Hastings is more than just an international container port. There should be complementary nodes where marine industry and a diversity of other uses should be encouraged. It should become a destination in its own right.

Marine Industrial Precincts:

- Appropriately zoned land is required which gives priority to and supports the development of marine industry within the zone.
- Property and lots need to be appropriately sized for marine industry.
- Boat builders need direct coastal water access to launch and retrieve boats.
- The cost of land needs to be kept low to encourage industry and subsidies may be required to assist this process.
- There needs to be a clear understanding of landside and waterside infrastructure and activities.
- Industry should be appropriately located to minimise potential impacts on the amenity of residential areas.

- An appropriate quantity of car parking needs to be provided for the precincts.
- Crib Point should be investigated as an opportunity site for marine industry and a new car-ferry to Cowes.
- Yaringa Harbour should be encouraged as a location for 'heavy' boat building and servicing industry.

Multi-Purpose Marine Precincts:

- A diversity of uses and infrastructure needs to be encouraged, including marinas, accommodation, retail, restaurants, public boat access, toilets, and straddle carriers.
- Car parking should be free/affordable and of sufficient quantity to meet demand for multiple uses.
- Emergency services marine vehicles should be based at the Multi-Purpose Marine Precincts.
- Some people expressed a view that Martha Cove should be encouraged as a Multi-Purpose Precinct with 'light' boat servicing industry (due to the proximity to residential areas), whilst others contended that there is also sufficient land where 'heavy' boat building industry could be located (nearer to the Peninsula Link Freeway).
- A commercial jetty for boat servicing should be encouraged at Sorrento.
- A base for emergency services should be encouraged at Mornington Harbour.

Recreational and Tourism Precincts

- Piers and jetties with sufficient boat mooring facilities with appropriately lease terms.
- Blairgowrie Yacht Squadron is a good facility, but there is no public access to the boat ramp.
- Rosebud Pier and other jetties should be extended to enable more boats to moor.

Single Purpose Recreational Precincts

- Safe all weather boat launching facilities with ample car parking on site or with excellent access to off-site car parking.
- Some facilities could provide user pay elements if this results in greater efficiencies.
- Fishermans Beach should be a protected public boat launch.

Other Marine Related Precincts

- Water and land based aquaculture should be encouraged.

What infrastructure is needed?

Improvement to waterside infrastructure should include:

- A network of marinas with safe harbours.
- Wet and dry boat storage needs to be expanded, especially boat stacking solutions.
- All weather boat ramps. For example, protected ramps should be provided at Fishermans Beach and Safety Beach.
- A 200 tonne boat launching facility (straddle carrier) in Western Port.
- A 50 tonne boat launching facility (straddle carrier) in Port Phillip.
- Artificial reefs to encourage marine life and manage erosion.
- Addressing erosion on the east side of the Rye rock groyne, which has become unattractive.

Improvement to landside infrastructure should include:

- More on-site car and trailer parking at selected.
- Off-site boat and trailer parking with a network of parking bays connected by a public shuttle bus. Potentially, sites with existing excess car parking facilities could form part of the network.
- More boat ramps in Western Port.
- More boat hardstands.

- Improve facilities such as toilets, way finding signage, bins, chairs, marine education (e.g. fishing limits)
- Improvement to road access, directional signage (at major road arterials and locally), local traffic congestion and management, and public transport as these are part of the broader solution.
- Walking and bike trails along the coast that connects Marine Precincts and other destinations along the coast.
- Road transport routes to Western Port should be improved.

Other comments included:

- There is sufficient utility (gas, water, power) in the Hastings area to meet the needs of marine industry.
- In addition to the infrastructure, a clearer system for managing the movement of boats around jetties is required.

What are the planning and regulatory issues?

The planning system needs to be structured so that marine precincts are designated areas where the land is appropriately zoned, in which specified uses can be allowed 'as of right'. In these areas, marine based activities should be actively encouraged by State and local policy.

Accompanying the planning system a new regulatory framework is required that enables private sector investment, streamlines approvals, is easy to navigate, and which minimises the duplication of roles or at least provides a single interface between industry and Government in coastal foreshore areas.

Other comments expressed by some participants included:

- Local/State Government could take the lead with environmental studies for designated marine precincts.
- Any designated marine precinct should be required to prepare a Car Parking / Traffic Management Plan.

How should investment and funding be encouraged?

A range of views were expressed including:

- The marine industry representatives confidently expressed that private investment into infrastructure would 'flow' if the planning and regulatory system were supportive.
- The private sector needs to have confidence that they can secure suitable leases so that they have the security to operate and opportunity to make a return on their investment. It was expressed that short-term leases (six months) discourage investment.
- Smaller industry (e.g. boat servicing) felt that they do not that a role in infrastructure investment, instead recommending that this be led by large business (e.g. marinas) and Government.
- Investment into co-located facilities using a partnership approach should be encouraged.
- There is also a wide-spread view that the licence fees collected by the State do not make their way back into marine infrastructure investment.

Next Steps

The issues and opportunities raised by stakeholders will inform the development of the options for Marine Precincts on the Mornington Peninsula, including:

- The vision for marine precincts on the Mornington Peninsula.
- What types of marine precincts should encouraged and where these should be located.
- The type marine infrastructure investment required and where it is needed.
- Recommendations for planning policy and regulatory frameworks that Council could adopt at the local Government level, and to advocate for at the State Government level.

Workshop No.2

The second Stakeholder Workshop for the Marine Precincts Strategy was held on Thursday, 21 of November 2013 to discuss potential 'Options' for Marine Precincts on the Mornington Peninsula. For the second round of Stakeholder Workshops, divided Government and Industry representatives were divided into two separate groups.

Government Workshop

The Government Workshop was held at Hastings and attended by representatives from Council, Parks Victoria, Environment Protection Authority of Victoria, Port of Hastings Development Authority and the Department of State Development, Business and Innovation. Other State Government departments and agencies were invited but were unable to attend.

A summary of the issues by organisation is summarised follows:

Parks Victoria

- The market for dry storage/stacking of recreational boats in the Mornington Peninsula is very different to inner-Melbourne. Property sizes are generally larger on the Mornington Peninsula compared to inner-Melbourne, and people have greater capacity to store boats on their own land.
- On the other hand, baby-boomers are a future growth market as these people are less physically able to hitch a trailer to their car, and would be more likely to opt for dry storage/stacking where the boat is launched, retrieved and cleaned for them.
- Dry stacking should be provided on the water, not on land. Locating dry stacks along cliff lines is an option to minimise the visual impact of dry stacks.
- Dry stacking should be encouraged at Martha Cove.
- Empirical studies are vital to determine the demand for infrastructure investment. Investment without empirical studies risks market failure.
- Non-marine infrastructure should be (re-)located away from the coast. For example, sports ovals should not be located on the coast when they can be located elsewhere in a town.
- Jet skis are a growth industry that should be supported in terms of manufacturing, servicing and recreational infrastructure.
- A marine industry precinct will require a major anchor tenant(s) to make it attractive to smaller tenants.
- There is a significant boat servicing market on the Mornington Peninsula.

Environment Protection Authority of Victoria (EPA):

- The EPA expressed some reservations about the concept of Marine Precinct Master Plans, identifying concerns with allowing uses to be developed 'as of right'.
- The EPA would seek to ensure that works are being undertaken in accordance with the relevant State Environmental Planning Policies (SEPPs), with developments to prepare construction and operation management plans, monitoring programs with regular reporting, and impact management strategies.

Port of Hastings Development Authority:

- The planning and design of the Port of Hastings via the Port Capacity Project is currently underway. Western Port Highway will be the main route to the Port, with the possible extension of the Highway along McKirdys Road.
- A Business Case is currently being prepared which may confirm the need for marine industry in proximity to the Port.
- It was suggested that the Cemetery Estate might be a suitable location for a marine precinct. However, Parks Victoria expressed reservations over such a location due to the need for ongoing dredging of the Channel. A range of technical investigations would be required before Cemetery Estate could be deemed to be a suitable location for expansion as a marine industrial precinct.

Other comments:

- Below the high water mark Parks Victoria and the Department of Environment, Land, Water and Planning are the relevant public land managers.
- Above the high water mark, the relevant public land managers are Committees of Management, whose authority is delegated by the Department of Environment and Primary Industry.

- It was stated that Blairgowrie Yacht Club currently has a 5-10 year waiting list, and this will still be the case after the proposed expansion is completed.
- Attendees indicated that it is not their Departmental or Agency regulations that are preventing the establishment of kiosks to sell tickets on the foreshore, but the inability of the operators to collaborate to propose an appropriate development and share infrastructure.
- Council advised that HMAS Otama (an Oberon class submarine) would be based at Hastings, to the south of the Hastings Marina.

Industry Workshop

The Industry Workshop held at Hastings and was attended by approximately 20 representatives from industry, marinas and recreational boating clubs, as well as Councillors and State MP, Neal Burgess.

The format for the workshop included a presentation by AECOM that provided an overview of the work undertaken to date and outlined the process for the workshop. Attendees were divided into groups to discuss the potential Options for Marine Precincts and to record their comments.

Feedback from the groups included:

- An industry focused precinct should be developed at Martha Cove in the north-east corner, using the Green Wedge Zone land, if required.
- The development of Point Nepean National Park should be progressed as a marine recreation and tourism node.
- Privatisation of public boat ramps should be explored as a means to provide improved infrastructure and operations supported by a user pays system.
- The paid use of Yacht Club boat ramps for launching boats/vessels should be explored.
- Additional 'day moorings' should be provided using new technologies that have a low impact on the marine environment compared to the old swing moorings. These could be managed by Yacht Clubs.
- An appropriate marine precinct within Port Phillip should be developed as a hub for commercial operators, such as aquaculture and charters. This site should be within close proximity to existing aquaculture operations.
- Yacht clubs are an important multi-purpose location for sailing education and training, tourism and accommodation.
- A new boat ramp could potentially be provided at Shoreham.
- Piers could be separated into commercial and recreational based piers. If this cannot occur then piers could be segregated into commercial and recreational areas.
- Some piers should be developed to provide all weather protection.
- Dromana Pier, for example, could be developed as a joint commercial and recreational pier with all-weather protection. The commercial operations could operate on the southern side, recreational boat users could operate on the northern side, and fishing would be restricted to the end of the pier. The pier would require vehicle access for commercial operators to access boats. It was also suggested that Dromana Pier is already listed by the Department of Environment and Primary Industry for a major upgrade in the near future.

Appendix C

Strategy Stakeholder Submissions and Responses

Issue Raised	Proposed Action/Amendment to Report	Section Reference
Supports Vision and Directions of draft Plan.	Noted. No change to the Strategy required.	6.1 6.2
Strategy should identify some sites where direct access to the coast is practical.	Section 5.1 specifically references sites such as Crib Point and Yaringa.	6.2 – Direction 5
Identify planning constraints to be resolved to facilitate development of direct coastal access.	The planning constraints will be dependent on each site location. Direction 2 to be amended to specifically cross reference the Marine Siting and Design Considerations (see Section 5.3).	6.2 – Direction 2
Areas required by the aquaculture industry in Morrington Harbour Precinct and Flinders Pier for the processing of seafood produce and storage of commercial fishing equipment cannot be accommodated on the foreshore and are better located in existing industrial precincts.	Insert the following text into bullet point 5 in Section 2.2: The area typically required for the processing of seafood and storage of commercial fishing equipment cannot readily be accommodated on foreshore land. Larger scale activities are generally better accommodated in existing industrial precincts.	2.2
Please note that the aquaculture operator berthed at Morrington Pier does sell mussels from his vessel.	Insert the following text into bullet point 5 in Section 2.2: The aquaculture operator berthed at Morrington Pier currently sells mussels from his vessel.	2.2
Sorrento Pier should be included as a node for marine based tourism/commercial activities.	Insert the following text into bullet point 6 in Section 2.2: Sorrento Pier is currently a node for marine based tourism/commercial activities including dolphin swims/fishing charters/boat repairs/commercial diving and moorings maintenance.	2.2
The Central Coastal Board released the Recreational Boating Facilities Framework in March 2014.	Update the first paragraph in Section 2.3 to reflect that the Recreational Boating Facilities Framework supersedes the Existing Boating Facilities - Central Coastal Region (Beca 2005) <i>The Existing Boating Facilities - Central Coastal Region (Beca 2005) provides a summary of existing marine infrastructure on the Morrington Peninsula. There have been upgrades to marine infrastructure since 2005, for example, the recent reconstruction of Flinders Pier and Hastings Pier, and the current reconstruction of Morrington Pier. The Department of Environment and Primary Industries has commenced an update to the boating facilities register, but it was not publicly available at the time of preparing this Strategy.</i>	2.3
Department of Environment and Primary Industry (DEPI) is not a Committee of Management. DEPI appoints Committees of Management under the <i>Crown Land (Reserves) Act 1978</i> .	Replace the second paragraph in Section 2.3 to read: <i>A Committee of Management typically manages coastal infrastructure. The</i>	2.3

Issue Raised	Proposed Action/Amendment to Report	Section Reference
	<i>Department of Environment and Primary Industry (DEPI) appoints Committees of Management under the Crown Land (Reserves) Act 1978 that are usually Council, a local club or a voluntary based Committee. Parks Victoria is generally responsible for piers and jetties. Council is generally responsible for boat ramps. Individual club committees and leaseholders are generally responsible for yacht clubs and large marinas.</i>	
Department of Transport, Planning and Local Infrastructure (DTPLI) are the department responsible for administering the Boating Safety and Facility Program grants and port managers.	Add reference to the Department as the responsible manager in Section 7.3. Use the recently announced department name of Department of Environment, Land, Water and Planning (DELWP). Find and replace all references to DTPLI in the Strategy.	7.3
There are more than five swing mooring locations along the Mornington Peninsula coastline.	Amend Report in Section 2.3 bullet point 9, to list the additional swing mooring areas as follows: Swing moorings: 24 locations with swing moorings - Flinders Boat Ramp, Flinders Jetty, Balnarring, Stony Point, Hastings, Daveys Bay (Mt Eliza), Mornington Boat Ramp, Mt Martha, Safety Beach, Dromana, Rosebud, Rosebud West, Tootgarook, Rye, Tyrone, Blairgowrie Camerons Bight, Sullivans Bay, Erlandsden East, Sorrento East, Sorrento West, Collins Bay, Portsea East and Portsea West.	2.3
Wharf needs to include Stony Point Jetty/ Facility which is part of the commercial port but also provides for the Inter Island Ferry service. Martha Cove should be included under Wet Berths. There is no mention of the Ferry Terminal at Sorrento.	Amend Report in Section 2.3 bullet points 1 and 5 to include these additional points.	2.3
There is fuel available at Martha Cove.	Amend Report in Section 2.3 bullet point 10 to read: Fuel: Four locations where there are boat-refuelling facilities – Martha Cove, Stony Point Jetty, Yaringa Harbour and Western Port Marina (Hastings Marine Precinct)	2.3
What is the relevance of listing the Australian Maritime Safety Authority Act, Fisheries Management Act or Historic Shipwrecks Act to the Strategy?	Noted. Report provides a generic list of Commonwealth legislation as background context for the marine industry sector.	3.1.1

Issue Raised	Proposed Action/Amendment to Report	Section Reference
It may be useful to mention the <i>Port Management Act 1995</i> and the <i>Marine Safety Act 2010</i> which are both important legislative tools in regard to the management and development of port facilities and regulation of boating activities. In particular the works authority requirement under the <i>Port Management (Local Ports) Regulations 2004</i> .	Amend Report to add reference to the <i>Port Management Act 1995</i> , the <i>Marine Safety Act 2010</i> and the <i>Port Management (Local Ports) Regulations 2004</i> to the State Legislation requiring consideration.	3.1.2
The majority of the sea bed is unreserved Crown land administered under the <i>Land Act 1958</i> and as such it should be referenced in this section.	Amend Report to add a summary of the <i>Land Act 1958</i> to the State Legislation requiring consideration.	3.1.2
The primary objective of the Environment Protection Authority (EPA) Dredging Guidelines is "to minimise the need for dredging and soil disposal". Parks Victoria supports this objective. New development proposal will need to demonstrate that they meet this objective.	Amend Report to add the purpose: "to minimise the need for dredging and soil disposal" to the final paragraph of the EPA Dredging Guidelines summary in Section 3.3.	3.3
Reference is made to 'jet ski'. Use the correct term 'Personal Water Craft'.	Replace 'jet skis' with 'Personal Water Craft (Jet Ski)' twice in bullet point 2 of section 4.5	4.5
The potential of the Mornington Peninsula as a destination for Cruise Shipping should also be included.	Amend Report to add a specific reference to cruise shipping potential under Marine Tourism summary.	4.1
It would be better to have a scale consistent with the Boating Coastal Action Plan and Recreational Boating Facilities Framework. The notion of capacity to grow should not be the determinate on the classification (Regional / Sub Regional) of the existing or potential service offer at a site.	Noted however the Marine Precinct Hierarchy is based on the Boating CAP and Recreational Boating Facilities Framework. The notion of growth is simply a way of differentiating a Sub Regional Precinct and Node from a Regional Precinct. No change to the Report.	5.2
Table 2 should be aligned with the Recreational Boating Facilities Framework information and where this Strategy is proposing a different classification it is clearly identified and explained. For example, why is the Sorrento site considered Regional in this Strategy and District in the BFF?	Table 2 is based on the RBFF. Add in an explanatory sentence following the table to clarify any differences in classifications. For example, the Sorrento precinct includes a number of facilities that attract a wide catchment drawing from greater Melbourne and is considered to be a higher order facility than a District Precinct.	5.2 Table 2
Western Port Harbour should be renamed to Hastings and include the Jetty, Boat Ramp, Yacht Club, etc. It would be sensible to identify Hastings as a regional marine precinct as there are marine businesses in the marina and nearby.	Noted, the terminology used to describe the collective facilities in the Hastings Marine Precinct in the Strategy is confusing and inconsistent. Replace Western Port Marina and Western Port Harbour with Hastings Marine Precinct (inclusive of Yacht Club, Jetty, Boat Ramp and Marina). Find and replace all references in the Strategy.	5.2 Table 2 and whole document
Section 6.2 Initiatives - 1.4 – PV is the manager of the majority of public piers and jetties and as such is a key stakeholder in this initiative.	Amend Report in Section 6.2 to insert or delete, as relevant, Parks Victoria as the responsible agency (either as the lead or supporting role) as identified by PV.	6.2

Issue Raised	Proposed Action/Amendment to Report	Section Reference
<p>4.5 – Please add PV in a support role. DEPI is the land manager for the lease area that the Ferry Terminal is located on and should be included in any initiative.</p> <p>4.6 – PV plays a significant role in this initiative as the piers and jetties it manages are a likely key embarkation and disembarkation point. Also Port of Melbourne would be a key stakeholder, given the commercial nature of the shipping.</p> <p>5.2 – the piers listed are PV managed assets. It would be good to develop a Precinct Plan for Sorrento including the boat ramp as the two facilities have potential to work as one maritime precinct.</p> <p>5.4 – should not be PV as co-lead. PV is content to provide a support role.</p> <p>5.5 – delete the first sentence.</p> <p>5.10 – PV is no longer the lead agency on this initiative. Perhaps it may be better to discuss this proposal with DEPI.</p>		
Seeking to extend Club land area westerly to Skinner St to expand and cater for future increased boating demand, especially trailerable and keel boat dry storage facilities.	Amend Report to include the Hastings Yacht Club as another potential location for trailer parking away from the coast. Specific expansion of Hastings Yacht Club would be subject to lease negotiations with the Committee of Management.	6.2 – Direction 5 Initiative 5.7
Construct a tidal floating public boardwalk along the seawall to be used as a boat destination facility (short term tie up facility).	<p>Hastings Jetty and Boat Ramp have already been identified in the Report as potential locations for additional tie-up facilities.</p> <p>Initiative 5.1 addresses the provision of marine infrastructure to support sailing between destinations however no specific locations are listed.</p> <p>Council to consider whether specific locations such as Westernport Harbour/Marina should be identified as an expansion opportunity.</p>	<p>6.2 – Direction 5 Initiative 5.2</p> <p>Initiative 5.1</p>
Seeking to upgrade the Hastings Jetty to include Club managed public mooring pens and to expand safe wet berthing facilities access to members within Hastings Harbour.	<p>Initiative 5.1 addresses the provision of marine infrastructure to support sailing between destinations however no specific locations are referred to.</p> <p>Initiative 5.3 addresses the potential for public launching of recreational boats from Yacht Clubs with appropriate facilities. Specific locations are not listed.</p>	<p>6.2 – Direction 5 Initiative 5.1</p> <p>Initiative 5.3</p>
Regular deep water dredging is required in the area east of the Hastings Yacht Club and to ensure safe anchorage and accessibility to the Harbour for keelboats at low tide.	Amend Report to include an additional initiative under Direction 1 to address ongoing dredging at recreational boating facilities to improve safe harbour user access in all weather conditions.	6.2 – Direction 1 New Initiative 1.6 New Initiative 1.7

Issue Raised	Proposed Action/Amendment to Report	Section Reference
	Associated with the new Initiative 1.6 a new Initiative (Initiative 1.7) will be included. Initiative 1.7 will examine the potential for consolidated environmental approval(s) for maintenance dredging on the Mornington Peninsula to minimise the significant costs for existing clubs, marinas and other marine infrastructure facilities.	
Create a harbour island destination point (all tide accessible) using dredge material that has potential to become a local tourism destination.	Dredging requirements must comply with the <i>Best Practice Environmental Management Guidelines for Dredging, EPA Victoria, 2011</i> and <i>Coastal Management Act 1995</i> consent would be required to proceed with this initiative.	
Public jetty (fishmonger) shed.	Now to be run as a Tourist Information Centre	
Study gives an excellent appraisal of recreational boating on the Peninsula, including planning for future expansion.	Noted. No change to the Report.	All
More space is required for the Western Port Yacht Club.	Add reference to potential future expansion plans.	6.2 – Direction 1 Initiative 1.3
Submarine site would ideally be adjacent to the War Memorial / Children's Park given proximity to necessary existing infrastructure and in view of visitors to the town.	Noted. The Western Port Oberon Association has responsibility for the submarine. The final location will be subject to obtaining relevant regulatory approval(s).	
Dredging around berths / pens needs attention.	The Strategy generally supports the augmentation and consolidation of existing marine precincts and nodes. This includes maintenance dredging at facilities such as the Western Port Yacht Club.	
Clarify whether the Mornington Peninsula has 5 million or 7 million tourist visitors per year as both are stated.	Amend Report by using the 7 million visitor's statement and quote source – 'Holiday Home Survey 2013', Urban Enterprise..	2.1 Paragraph 2 & 3
Snorkelling along the Point Nepean heads is impossible due to tide, current speed and water depth, rather scuba diving is undertaken. Significant business activity is associated with snorkelling in Port Phillip Bay that is not recorded in the Strategy.	Amend Report by replacing Paragraph 2 with: <i>The Mornington Peninsula is naturally surrounded by water on three sides - Port Philip, Western Port and Bass Strait. This makes it an attractive destination for marine industry. There are many land and water based attractions across the Mornington Peninsula. Visitors enjoy wine, food, agri-tourism as well as nature based tourism including the wetlands of the Western Port (Ramsar listed), visits to the Mornington Peninsula and Point Nepean National Parks, camping, scuba diving along Point Nepean heads, snorkelling with the seals and dolphins in Port Phillip Bay, fishing, sailing and charters.</i>	2.1 Paragraph 2
Port of Hastings is not considered a major port and is not a natural deep water Port, requiring dredging to the north of Long Island.	Noted. No change to the Report.	2.1 Paragraph 6
Information on the numbers of commercial and recreational dive businesses is inaccurate and confusing.	Noted. Check data source with Council (Shane to confirm).	2.2 Bullet 9

Issue Raised	Proposed Action/Amendment to Report	Section Reference
Victorian Coastal Strategy 2014 – 'Criteria for use and development on coastal Crown land' should be adhered to for businesses lobbying for coastal access. It appears some private business operators would not provide any public benefits and should be excluded from coastal locations.	Noted. No change to the Report. Coastal Crown land leases are negotiated based on market rates.	3.3
The statement regarding 'a lack of major boating facilities between Dromana and Rye and an additional regional facility in this area is encouraged' seems at odds with the recommendation to decommission the Tyrone boat ramp in Rye and downgrade the Rosebud Motor Yacht Squadron to an informal facility.	Noted. No change to the Report. This is a reference from the Central Coast Boating Coastal Action Plan, 2007, rather than a recommendation of the current Marine Precincts Strategy.	3.3
The Report asserts there is a lack of major boating facilities between Dromana and Rye. However Figure 5 showing the existing recreational boating facilities indicates that boating facilities between Dromana and Rye are more closely located to one another than anywhere else on the Peninsula's coastlines. The majority of coastline with the exception of Dromana to Portsea is rated as 'inappropriate development area', leading to further intensification of coastal development between Dromana and Portsea. However this section of coastline is covered by PCRZ and environmental and landscape overlays.	The section of coastline between Dromana and Rye contains numerous local and informal boating facilities however they are not major facilities providing high levels of service or a broad range of infrastructure. Any future upgrades of existing boating facilities to true all-weather safe harbour status would be subject to a range of technical investigations. The Mornington Peninsula coastline with the exception of the area between Dromana and Portsea is generally considered inappropriate for new development due to topographical (Port Phillip) and bathymetric (Western Port) constraints. No change to the Report. The Strategy does not suggest disregarding the VCS or local planning zones and overlays but rather proposes that marine precincts and nodes are located in designated areas with appropriately zoned land. By concentrating marine industry and facilities in designated, strategically planned marine precincts, this will ultimately reduce the incremental encroachment of industry on areas of environmental sensitivity.	3.4 Figure 5 4.4 and 5.1
The Study claims that the marine sector currently generates \$1.5 billion however it is unclear whether this includes recreational fishing, diving, ecotourism etc.	The \$1.5 billion figure was directly sourced from the <i>Mornington Peninsula and Frankston Marine Sector Feasibility Study</i> , Matters More et al, 2012.	1.1
Failed marine industry businesses could potentially leave ugly infrastructure on coastal Crown land.	No change to the Report. Any marine industry development on coastal Crown land would be required to be sited and designed sensitively in accordance with the Marine Precinct Siting and Design Considerations. The Strategy also recommends that Environmental Management Frameworks be developed to provide ongoing environmental stewardship.	5.3
Stakeholder consultation was limited to a relatively small section of	Noted. No change to the Report.	Appendix B

Issue Raised	Proposed Action/Amendment to Report	Section Reference
the business sector and the Report does not contain evidence of consultation with the many environmental and community groups interested in the coastline.		
Conclusion requests the Council rejects the proposals contained within the document.	Noted. No change to the Report.	
Study clearly identifies the economic benefits to be generated through establishing clearly defined Marine Precincts across the Mornington Peninsula. The recommendations are endorsed and supported.	Noted. No change to the Report.	
The Strategy demonstrates an understanding of the importance of the marine sector to both the lifestyle values and economic viability of the Peninsula community.	Noted. No change to the Report.	
The definition of the various types of precincts is useful and will assist with developing priorities for infrastructure and services improvements.	Noted. No change to the Report.	
The Club's tenure is affected by the lease conditions imposed by DEPI and these limit our capacity to raise capital and seek donations or even to raise loans. Hopefully the precincts defined in the Study will support stronger cases for capital refurbishment and upgrades.	Amend Report to insert additional text as the last sentence in the first paragraph of Section 7.2 Framework for Investment as follows: Identifying designated areas for marine industry and infrastructure to be concentrated will support business case development and investment of capital in new or upgraded boating facilities.	7.2
The diverse and complex nature coastal reserve management further adds to the problem of obtaining any financial support for improvements.	It is beyond the scope of this Study to recommend governance changes for coastal management however the delivery management of marine precincts is specifically addressed in Section 7.1 of the Strategy.	7.1
Little funding has been available to Clubs or Council to undertake improvements on structures managed by Parks Victoria and the predisposition has been to downgrade structures or actively remove them from service.	Downgrading or decommissioning of boating facilities is undertaken based on the network planning of boating facilities at a regional level to meet the boating facilities hierarchy.	5.1 and 5.2
The study should support the reinstatement of service infrastructure on the jetties around the bay so that local businesses who service the local fleet have some capacity to maintain boats 'on-water', avoiding the current requirement to take boats out of the water for rigging or other service requirements.	Beyond the scope of the Study. The Strategy provides strategically planned locations for the servicing of vessels. This will ensure that environmental obligations are appropriately addressed.	

Issue Raised	Proposed Action/Amendment to Report	Section Reference
The Cemetery Estate and the Crib Point areas are ideal locations for marine trade precincts and would allow for expanded marine sector industry on the Peninsula which will assist clubs like ours.	<p>There are potential acid sulphate soils and native vegetation constraints at Cemetery Estate which may limit development beyond what currently exists. Crib Point has the potential to accommodate the establishment of a marine industry precinct. Initiative 1.2 references this.</p> <p>The Report addresses this issue by responding to stakeholder input:</p> <ul style="list-style-type: none"> - <i>It was suggested that the Cemetery Estate might be a suitable location for a marine industrial precinct. Parks Victoria expressed reservations over such a location due to the need for ongoing dredging of the Channel. A range of technical investigations would be required before Cemetery Estate could be deemed a suitable location for expansion as a marine industrial precinct.</i> - <i>Crib Point should be investigated as an opportunity site for marine industry and a new car-ferry to Cowes.</i> 	<p>Direction 1 Initiative 1.2</p> <p>Appendix B</p>
The Alliance is disappointed that more energy has not been put into addressing the obstacles to defining and promoting the Cemetery Estate in Hastings as a Marine Industry Precinct.	There are potential acid sulphate soils and native vegetation constraints at Cemetery Estate which may serve to limit development beyond what currently exists. A range of technical investigations would be required before Cemetery Estate could be deemed a suitable location for expansion as a marine industrial precinct.	Appendix A
The POHDA has had some engagement in the study but it has not been embraced as a collaborative partner with the Shire pursuing the streamlining of opportunities this Study could offer in defining a range of 'as of right' uses that could be put forward and scheduled in a planning scheme amendment. Perhaps this could have been done more proactively by the Shire which is seen as the senior partner in the study implementation.	<p>Although located on the Mornington Peninsula, the Port of Hastings is subject to a separate planning regime. This Strategy focuses on local, district and regional marine precinct facilities identified in Table 3.</p> <p>Nonetheless, POHDA representatives participated in the two stakeholder workshops facilitated by AECOM as part of the stakeholder engagement opportunities for the Strategy.</p> <p>Section 5.5 of the Strategy details Planning Implementation opportunities and outlines how the Mornington Peninsula Planning Scheme could be modified to incorporate specific initiatives.</p>	<p>5.1</p> <p>Appendix B</p> <p>5.5</p>
The expansion of Yaringa to accommodate public boat launching and day trailer parking is another opportunity canvassed. The Alliance is confident the owner of the facility would embrace this future development if there was a more tangible and material demonstration of Shire support. This public launching facility should be promoted through the Study and should provide confidence to the private sector that there is a place for them to contribute to capacity enhancement of	<p>Reword Section 7.1 of the Strategy and makes the following specific recommendation:</p> <p><i>For the public boat ramp at Yaringa Harbour it is recommended that a privately managed model be adopted. As the land is Government owned, a long term lease occupation could be established to support private sector investment in the</i></p>	7.1, final paragraph

Issue Raised	Proposed Action/Amendment to Report	Section Reference
boating facilities on Western Port Bay.	<p><i>development and operation of a public launching and day trailer parking facility.</i></p> <p>Furthermore, there are opportunities for Yaringa Harbour to be further investigated as a potential public launching facility through Initiative 5.5 within Section 6.2 of the Strategy that seeks to:</p> <p><i>Identify which boat ramps and jetties are needed by specific users and prioritise their use, subject the capacity to accommodate particular user demands.</i></p> <p><i>Specific references to Yaringa added.</i></p>	6.2 Initiative 5.5
Extend and widen Dromana Pier (this could be said of all our piers so that they can handle ships/ferries etc).	<p>Initiative 4.6 of Direction 4 recognises that opportunities and infrastructure requirements for cruise ship operators to station ships in Port Phillip and Western Port and to alight passengers to jetties/ferry terminals on the Mornington Peninsula should be investigated.</p> <p>Reference to Dromana Pier added to Direction 5.2.</p>	6.2 Initiative 5.2
Introduce fuelling and overnight stays at Martha Cove.	Refuelling facilities are currently available at Martha Cove. Ongoing opportunities for Martha Cove to handle overnight accommodation and berths should be identified and promoted.	2.3 and 6.4
More boat ramps on the Mornington Peninsula, especially at Yaringa (south of).	<p>Initiative 5.3 of Direction 5 identifies the opportunity to expand existing boat ramps for the launching of recreational boats on a user pays basis with booking and management support. It also explores improving public access to existing facilities by facilitating public launching from Yacht Clubs with appropriate facilities.</p> <p>The development and operation of a public launching and day trailer parking facility south of Yaringa is identified within the Marine Precincts Strategy.</p>	6.2
Dry (undercover) boat storage facility in Sorrento - The Wooden Boat Shop (WBS) business which operates from the Sorrento Industrial estate in Hotham Rd Sorrento, has an interest in building a dry storage facility on premises.	Reference at 5.6 added.	5.6
There is strong demand for the provision of a Dry Boat Storage (DBS) facility in the southern Mornington Peninsula in fact, there is enough demand to justify more than one unit being developed to serve the Portsea, Sorrento and Blairgowrie localities.	Noted as useful background information and anecdotal evidence. The need for additional dry boat storage is identified within the Marine Precincts Strategy.	

Issue Raised	Proposed Action/Amendment to Report	Section Reference
<p>DEPI is placing more stringent controls on the numbers of moorings allowed to exist in Port Phillip Bay and is not supportive of additional facilities being established.</p> <p>The increasing numbers of boats being used in the area is therefore placing heavy demands on existing facilities and the further extension of the Blairgowrie Yacht Squadron marina is clear evidence of this demand.</p> <p>Not all boats are suited to moorings or wet storage and many boat owners are seeking local, affordable, and secure dry storage as an alternative or as an off-season option. The business growth opportunity largely rests on being able to establish a DBS on site in Sorrento so that the complete scope of boat manufacturing, restoration and life-cycle maintenance services can be offered in close proximity to the area where these vessels are predominantly operated.</p> <p>Market Research by the WBS shows that there is an immediate need for a facility which can accommodate between 100 – 150 boats, ranging in size from 4.5m to 7.0m. Most of these boats are classic wooden sailing boats but there is a significant component of the market which is made up of more modern aluminium and fibreglass construction.</p>		

Issue Raised	Proposed Action/Amendment to Report	Section Reference
<p>The site owned and occupied by the WBS is located on a main road (Hotham Rd) and is within 700m of the Sorrento Public Launching Ramp.</p> <p>This site has capacity to accommodate a 2000sqm multi deck storage facility which can be accessed from the Hotham Rd service road and would operate in association with the existing boat building business. The site falls away from the road and would not visually impact on the local amenity. Preliminary design considerations show that a facility can be developed within existing height limitations.</p> <p>The Wooden Boat Shop business stands ready to independently implement this project as a business development investment and estimates that it could be completed within 12 months once planning and building approvals are secured.</p> <p>Increasing pressure on disposable income in the community generally means there is a strong interest from existing owners to protect their investments from the effects accelerated degradation which comes from on-water or open storage. It would be appreciated if you could ensure that the final Marine Precinct Study recognises the value of supporting the establishment of a DBS in the Sorrento Industrial Estate as part of the Wooden Boat Shop operations.</p>	<p>Amend Report to include reference to the dry storage facility opportunity within the Sorrento Industrial site. In Section 6.2, Direction 5, Initiative 5.6 would read as follows:</p> <p>Encourage additional wet berths and dry stacking facilities at:</p> <ul style="list-style-type: none"> - Existing and new harbours, marinas and yacht clubs located on the coastline. - Marine precincts located on the coast or within existing industrial estates such as the proposed dry storage facility that would complement the existing boat manufacturing, restoration and life-cycle maintenance services offered at the Sorrento Industrial Estate. <p>Where industrial precincts are provided inland, support the development of associated boat launching locations on the coast.</p>	6.2 Initiative 5.6

General Edits

Issues Raised	Proposed Action/Amendment to Report
Inconsistency with terms used to describe collective facilities in the Hastings Precinct.	Replace Western Port Marina and Western Port Harbour with Hastings Marine Precinct (inclusive of Yacht Club, Jetty, Boat Ramp and Marina).
Change in Government policy regarding Port of Hastings development.	Update references to the future development of the Port of Hastings as an international container port to explain that the State Government is currently investigating potential of the Port of Hastings to meet future demand for international port infrastructure.
Editorial fixes.	Amend 'wind' to 'wine' in Section 2.1, paragraph 2

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