



# Appendices

Appendix 1 – Acknowledgements

Appendix 2 – Update on Boating Trends and Demand

Appendix 3 – Broader Legislative and Policy Influences

Appendix 4 – Managing the Coast with Others

Appendix 5 – Interpretation of the Boating Service Levels Index

Appendix 6 – Boating Hierarchy Proposed Upgrades by 2030

Appendix 7 – Definitions and Acronyms



## Appendix 1 – Acknowledgements

The Central Coastal Board acknowledges the contribution of the following groups to the process of reviewing the *Boating Coastal Action Plan 2007* and preparing the *Recreational Boating Facilities Framework 2014*.

### CCB Boating Working Group

**Ross Kilborn** – Chair

**Anne-Marie Tenni**

**Jeff Weir**

### Recreational Boating Steering Committee

**Cath Whelan** – Chair until 12 August 2013

**Alison Creighton** – Western Port LGA representative

**Bernie Cotter** – ABM (Port Phillip LGA representative)

**David Ritman** – Parks Victoria

**Franz Grasser** – VRFish

**Marcus Higgins** – Department of Transport, Planning and Local Infrastructure

**Peter Lawson** – Department of Environment and Primary Industries

**Sally Burgess** – Department of Environment and Primary Industries

**Ross Kilborn** – CCB, (Committee Chair after 12 August 2013)

**Steven Gill** – Boating Industry Australia

**Steven Walker** – Yachting Victoria

### Other

GHD Pty Ltd was employed by the CCB to provide services in relation to the Recreational Boating Facilities Framework.

### Photo Credits

Cover Photos provided by Yachting Victoria

pp vi Photo by M. Sartori

pp 46 CCB library

Back Photo by F. Grasser

## Appendix 2 – Update on Boating Trends and Demand

GHD has provided a 2012 update of the information on recreational boating market and demand. This has been limited by available data. In an environment where increasing emphasis is placed on assessing the merit of infrastructure proposals, reliable data is required to support an effective assessment process. This would include information on the number of boat launches per year and the residential postcode of users.

Better quantitative data is needed to assist strategic planning for boating and to be able to provide reliable long term forecasts

The study found the boating industry is well established in Victoria:

- The central region accounts for over 50% of boating registrations and has over 211 facilities, it is the most populous and busiest in Victoria
- Growth in registered vessels is growing at a similar pace as the average population growth of the central coastal region at 2.3% per annum (the demand for infrastructure is increasing)
- The fastest growing demand is coming from the north-west and south-east growth corridors e.g. City of Wyndham experiences 6.7% per annum growth
- The average age of a boat owner has been gradually increasing in line with the ageing population profile
- Larger vessels are becoming more popular which has implications on infrastructure planning as only a few existing boat ramps can cater for them.

Planning for recreational boating is made more complex by seasonality and the factors influencing demand.

Peak demand tends to align with the fishing season and the summer holiday period

Localised demand is strongly influenced by availability of safe and easy access from land and water together with parking

The growth corridors have significant implications for future demand

There are already a number of implications for capacity. Whilst the projected demand is growing, the provision of infrastructure is already restrained in a number of places especially during peak periods. In particular the congestion on land and the need for more efficient use of boat ramps and parking areas is needed. Ideally, 'back up' parking areas can be identified for parking during peak periods but this is not always the case.

Simply providing additional infrastructure for the ever growing demand may not be sustainable in the context of limited coastal space and other uses of coastal areas, including environmental protection

Several options can be suggested to address the increasing demand for boating infrastructure:

- "Off-the coast" storage facilities (i.e. dry berths) can facilitate boat maintenance, slipping and retrieval (a boat valet service) for many of the smaller classes of recreational boats
- Swing moorings have proven to be popular and a good way to reduce the demand on boat ramps in peak demand areas and times
- Boating hubs (consolidation of facilities) to provide for maintenance of larger boats rather than many clubs trying to expand their facilities
- Demand management activities such as webcams providing information on weather and waiting periods need to be considered in the future to avoid congestion at existing launching facilities
- A more uniform approach to charging for boating services (in many cases infrastructure is provided free of charge) in line with recoup the cost of service provision. This will require more accurate data to inform cost modelling.

## Appendix 3 – Broader Legislative and Policy Influences

Table 6 contains a list of legislation, strategies, guidelines and plans used on a regular basis to provide a framework for planning and management decisions related to recreational boating in Victoria. Each boating planning precinct will have additional local plans and provisions to consider.

**Table 6 Broader legislative and policy influences**

| Policy Context   |   |  |  |
|--|---|--|--|
| Legislation  | Strategy and Policy   | Guidelines   | Plans                                  |
| <i>Aboriginal Heritage Act 2006</i>  | Coastal Action Plans  | Landscape Setting Types for the Victorian Coast                    | Coastal Management Plans               |
| <i>Catchment and Land Protection Act 1994</i>                                  | Coastal Hazard Vulnerability Assessment   | Siting and Design Guidelines for Structures on the Victorian Coast | Foreshore Management Plans             |
| <i>Climate Change Act 2010</i>   | Plan Melbourne (Draft 2013)   | Victoria's Coastal Spaces Initiative                               | Local Strategic Plans                  |
| <i>Coastal Management Act 1995</i>   | Policy for Sustainable Recreation and Tourism on Victoria's Public Land                           |  | Marine Protected Area Management Plans |
| <i>Crown Land (Reserves) Act 1978</i>  | Ramsar Strategic Management Plans   |  | Park Management Plans                  |
| <i>Disability Act 2006</i>   | Regional Catchment Strategies   |  | Planning Schemes                       |
| <i>Environmental Protection Act 1970</i>                                       | State Planning Policy Framework   |  |  |
| <i>Environmental Protection and Biodiversity Conservation Act 1999 (Cwlth)</i> | State Environment Protection Policy (Waters of Victoria)  |  |  |
| <i>Environmental Effects Act 1978</i>  | Victorian Coastal Acid Sulfate Soil Strategy (2009)   |  |  |
| <i>Fisheries Act 1995</i>  | Victorian Coastal Strategy (2008 and Draft 2013)<br>Victorian Waterway Management Strategy (2013) |  |  |
| <i>Flora and Fauna Guarantee Act 1988</i>                                      | Victoria's Native Vegetation Management – A Framework for Action (2002)                           |  |  |
| <i>Heritage Act 1995</i>   |   |  |  |
| <i>Marine Safety Act 2010</i>  |   |  |  |
| <i>National Parks Act 1975</i>   |   |  |  |
| <i>Native Title Act 1993 (Cwlth)</i>   |   |  |  |
| <i>Planning and Environment Act 1987</i>                                       |   |  |  |
| <i>Port Management Act 1995</i>  |   |  |  |

## Appendix 4 – Managing the Coast with Others

**Table 7 Key agencies involved in planning and managing boating facilities**

| Agency   | Role   |
|--|--|
| 1a) Minister for Ports<br>1b) Minister for Planning<br>1c) Minister for Environment and Climate Change | Ministers oversee the administration of their departments and are accountable to Parliament. Those most relevant to boating are listed.  |
| 2) Victorian Coastal Council (VCC)   | The VCC is the peak body established to undertake statewide strategic coastal planning. It develops the Victorian Coastal Strategy (VCS).  |
| 3) Central Coastal Board (CCB)   | The CCB is the coastal planning advisory body for the central coastal region. It develops Coastal Action Plans for the region.   |
| 4) Department of Environment and Primary Industries (DEPI)   | DEPI's focus includes management of land, water and natural resources in a sustainable manner.   |
| 5) Department of Transport Planning and Local Infrastructure (DTPLI)                                   | DTPLI focus includes managing Victoria's growth and development and building stronger communities.   |
| 6) Parks Victoria (PV)   | Parks Victoria is a public authority responsible for managing, protecting and improving Victoria's parks on behalf of DEPI and managing local ports of Port Phillip and Western Port on behalf of DTPLI. PV is also the waterways manager for the Yarra, Maribyrnong and Patterson rivers. |
| 7) Port Phillip and Western Port Catchment Management Authority (CMA) and Corangamite CMA              | These authorities are responsible for the protection and sustainable development of land, vegetation and water resources in their regions.   |
| 8) Local Government Authority (LGA)  | Local Government Authorities (LGAs) provide municipal services (e.g. roads, rubbish, local laws, town planning, emergency management planning, drainage, recreation and community services).   |
| 9) Local Committees of Management (CoM)  | CoMs are established under the <i>Crown Land (Reserves) Act 1978</i> to manage, improve, maintain and control reserved Crown land across Victoria.   |
| 10) Facility Managers  | Facility managers include government, Port Corporations, Yacht Clubs and CoM and private investors.  |
| 11) Aboriginal Corporations  | Manage and protect Aboriginal cultural heritage in Victoria.   |

## Appendix 5 – Interpretation of the Boating Service Levels Index

An assessment known as the Boating Service Levels Index (BSLI) was undertaken for the Boating CAP and repeated for this report to provide a snapshot of the existing condition of each boating facility and the services it provides.

Data is collected on an assets sheet completed by the facility manager. The asset sheet was slightly revised from that used in the 2007 Boating CAP however, the methodology and weighting of key factors remains the same and allows a basis of comparison between 2007 and 2013.

There are a number of key factors considered to be important to the level of service assessment for any boating facility. They are:

1. **Facility condition** – describes the general condition of the marine assets of the facility including boat ramps, jetties, slipways and navigation aids. From a strategic point of view this factor is given a low weighting as it is related to the standard of upkeep and maintenance and can be improved by appropriate funding (weighting 10%)
2. **Adequacy of car parking** – describes the suitability of the area and condition of car parking to accommodate the number of cars using the facility for the purpose of launching and retrieval/or gaining access to vessels (weighting 15%)
3. **Safety and ease of land access** – describes the assessed safety and ease with which the facility can be approached from the land side, considering access roads and their adequacy, intersections, trailer manoeuvring, separation of vehicles and pedestrians (weighting 20%)
4. **Safety and ease of water access** – describes the assessed safety and ease with which vessels can approach and depart from the facility, considering factors such as water depth, approach channel and fairway width, navigation aids, impact of wind generated waves, ocean swell, tidal currents and other coastal processes (weighting 20%)
5. **Infrastructure / Facilities** – describes the availability and general condition of shore based infrastructure and facilities at or adjacent to the site, including amenities, public transport, food and beverage outlets, club facilities, chandlery etc (weighting 15%)

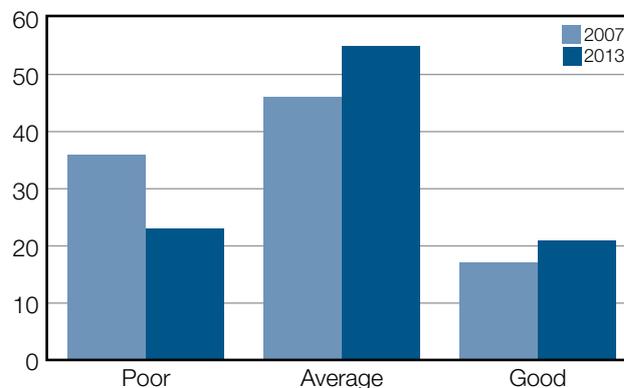
6. **Current environmental impacts** – describes the assessed degree to which the facility has an impact on the surrounding environment, either through the effect of the facility on natural processes or through management practices (weighting 20%).

In order to determine the current level of service for each boating facility a score (from 1 = poor to 4 = excellent) is given to it against the six key evaluation factors. The score for each of the key factors and the weighted percentage are then multiplied to calculate a total score for each facility (see Boating CAP – Volume 1). This score is converted into a percentage as the BSLI for each facility.

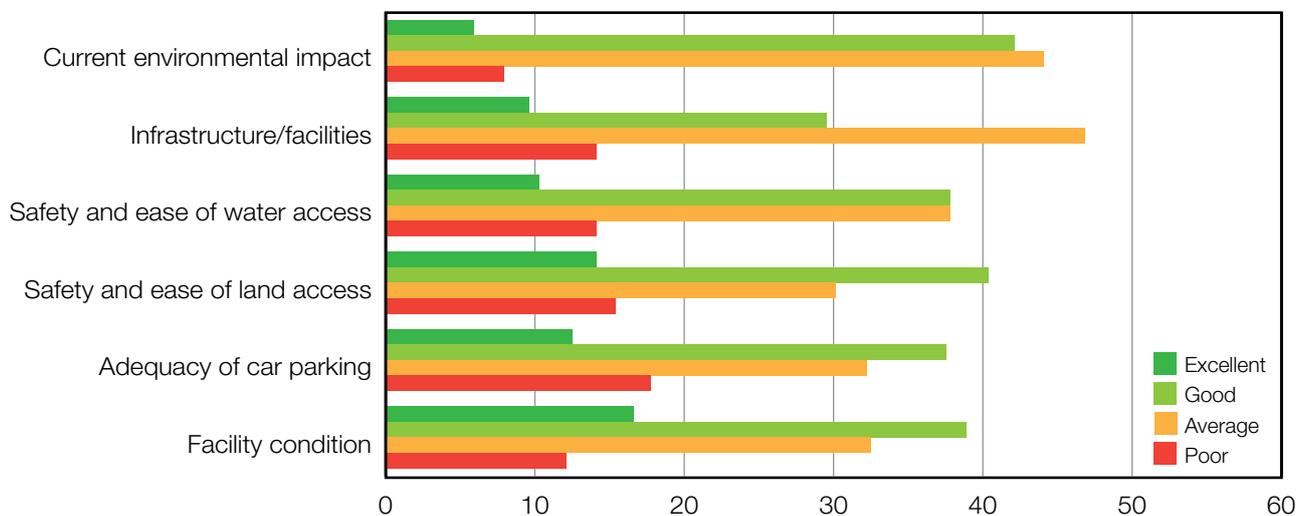
The Boating CAP uses three general categories for the overall BSLI rating of facilities, i.e. poor, average and good. In 2013, 80% of the BSLI questionnaires were completed. Of these, 22% of facilities were rated as poor, 56% as average and 22% as good. This represents a general improvement in all three rating categories since 2007 (see Figure 5). There has also been improvement in the percentages of the six key factors used in the BSLI (Figures 6 and 7).

Table 6 shows the movement in the BSLI rating between 2007 and 2013. 37% of facilities need to be excluded from the comparison as they are either uncoded or 'new' (e.g. facilities that were omitted from the Boating CAP). Of the remaining 63%, 65% experienced no change, 24% have an improved BSLI rating and 11% have a lower rating.

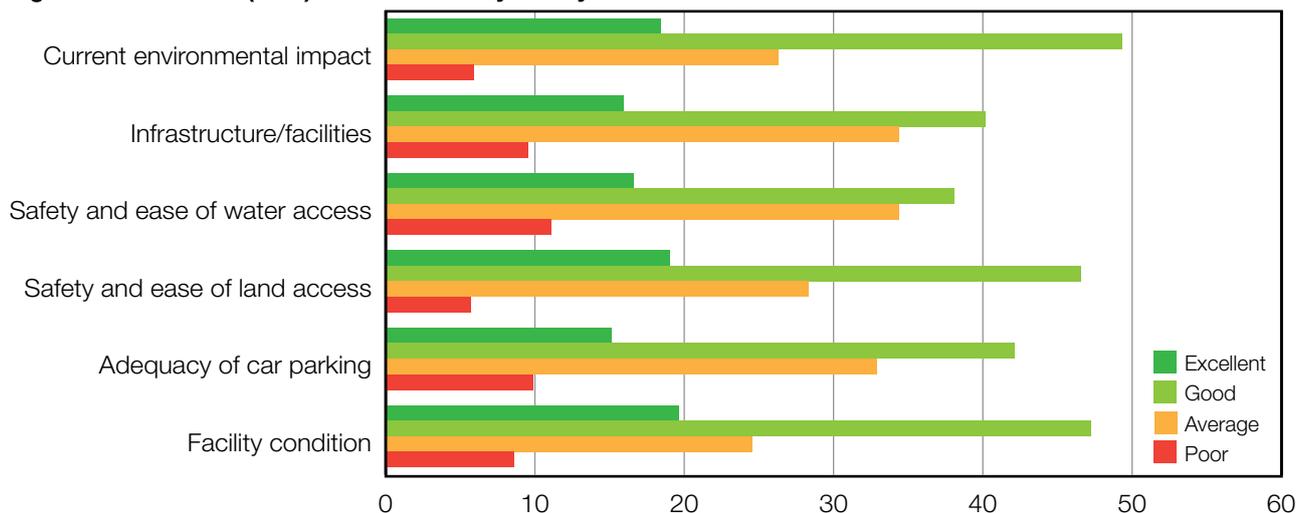
**Figure 4 Percentage change in BSLI distribution from 2007 to 2013**



**Figure 5 Distribution (in %) of scores for key facility factors in 2007**



**Figure 6 Distribution (in %) of scores for key facility factors in 2013**



**Notes:**

- 1 For current environmental impact excellent means that the facility is not having any adverse environmental impact
- 2 The BSLI does not assess peak use for car parking

**Table 8 Changes to facility BSLI ratings from 2007 to 2013**

| BSLI Rating (2013 compared to 2007)     | Numbers  |           |            |
|---|----------|-----------|------------|
| Poor – no change                        | ● => ●   | No change | 24         |
| Average – no change                     | ● => ●   | No change | 46         |
| Good – no change                        | ● => ●   | No change | 15         |
| From Poor to Average                    | ● => ●   | ↑         | 21         |
| From Poor to Good                       | ● => ●   | ↑         | 2          |
| From Average to Good                    | ● => ●   | ↑         | 10         |
| From Average to Poor                    | ● => ●   | ↓         | 4          |
| From Good to Average                    | ● => ●   | ↓         | 9          |
| From Good to Poor                       | ● => ●   | ↓         | 1          |
| From Uncoded to Poor                    | ○ => ●   | ↑         | 3          |
| From Uncoded to Average                 | ○ => ●   | ↑         | 0          |
| From Uncoded to Good                    | ○ => ●   | ↑         | 2          |
| Added/new facility as of 2013 – poor    | N/A => ● |           | 6          |
| Added/new facility as of 2013 – average | N/A => ● |           | 15         |
| Added/new facility as of 2013 – good    | N/A => ● |           | 6          |
| <b>No response</b>                      |          |           | 47         |
| <b>Total</b>                            |          |           | <b>211</b> |
| No longer applicable                    |          | N/A       | 7          |

Note: BSLI rating levels:

0 – 40 = poor; 41 – 70 = average; 71 – 100 = good

## Appendix 6 – Boating Hierarchy Proposed Upgrades by 2030

**Table 9 Facilities proposed to be upgraded by 2030**

| #  | Name               | Type         | Role 2013 | Role 2030 |
|----|--------------------|--------------|-----------|-----------|
| 2H | Portarlington Pier | Pier / jetty | District  | Regional  |
| 3E | Rippleside         | Multipurpose | District  | Unknown   |
| 4B | Wyndham Harbour    | Multipurpose |           | Regional  |
| 5B | Altona Boat Ramp   | Boat ramp    | District  | Regional  |
| 5J | Footscray Wharves  | Marina       | Local     | District  |
| 7N | Rye                | Multipurpose | District  | Regional  |
| 8N | Tooradin           | Boat ramp    | District  | Regional  |
| 9C | Corinella          | Boat ramp    | Local     | District  |
| 9G | Rhyll              | Multipurpose | District  | Regional  |
| 9I | Cowes Boat Ramp    | Boat ramp    | Local     | District  |

**Notes:**

- Any works to upgrade facilities require relevant planning approval
- The table considers the upgrading of existing facilities -possible 'new' facilities have not be included, for example Frankston
- Three boat ramps may potentially be decommissioned subject to further local planning consideration. They are Grassy Point, Murtcaim and Tyrone boat ramps.

## Appendix 7 – Definitions and Acronyms

|  |   |
|--|---|
| <b>ABM</b>                                 | The Association of Bayside Municipalities represents the interests of the ten councils with frontage to Port Phillip Bay on various coastal and marine issues.  |
| <b>Activity Nodes</b>                      | Existing developed areas in a modified and resilient environment that are most able to meet ecologically sustainable development principles for coastal planning and management.  |
| <b>Boating</b>                             | An on-water activity that involves a range of powered and non-powered recreational craft for the purpose of competitive and recreational boating and associated social activities and events.   |
| <b>Boating Area Planning Precinct</b>      | Area generally defined by Local Government boundaries for which planning is focused at a local or district level (10 precincts have been identified for the central region).  |
| <b>Boating Facilities</b>                  | Five types of recreational boating facilities have been identified for the purpose of this report i.e. boat ramps, marinas, safe havens/multipurpose harbours, jetties and yacht/motor boat clubs.  |
| <b>Boat launching ramp</b>                 | A structure designed primarily for the launching of trailer-borne recreational vessels and includes associated car parking facilities.  |
| <b>Breakwater</b>                          | A fixed or floating barrier constructed in the water to intercept waves and create a sheltered area to protect boats and other property from storm and wave damage.   |
| <b>Boating Service Levels Index (BSLI)</b> | This is a tool developed with the Boating CAP to provide a comparative assessment of the condition of boating facilities in the region. See Appendix 5 for information on how it is calculated.   |
| <b>CAP</b>                                 | A Coastal Action Plan is a regional strategic planning tool that delivers the objectives of the Victorian Coastal Strategy.   |
| <b>Coastal Crown Land</b>                  | Formally defined in the <i>Coastal Management Act 1995</i> . Includes land reserved under the <i>Crown Land (Reserves) Act 1978</i> for the protection of the coastline; and any Crown land within 200 metres of high water mark and the sea and seabed to the State limit.   |
| <b>Central Coastal Region</b>              | Defined in the Government Gazette May 1996 by the Minister for Conservation and Land Management as:<br><br>“The landward boundary of the municipal districts of the Borough of Queenscliffe, City of Greater Geelong, Wyndham City Council, Hobson’s Bay City Council, Melbourne City Council, City of Port Phillip, City of Bayside, Kingston City Council, Frankston City Council, Mornington Peninsula Shire Council, Casey City Council, Cardinia Shire Council, and Bass Coast Shire Council” and “ The seaward extent of the coastal waters of the State of Victoria and the seabed there under, from the western boundary of the municipal district of the City of Greater Geelong Council to the eastern boundary of the municipal district of Bass Coast Shire Council”. |
| <b>Catchment</b>                           | In this context refers to the catchment of boaters that will use a boating facility, and is generally considered on a local (immediate area), district (municipality) and regional (central coastal region/metropolitan) basis. Catchments can be affected by the reasons for boating activity e.g. fishing when boaters will move beyond their local catchment to launch/retrieve where fish are ‘biting’.   |
| <b>Channel</b>                             | An unobstructed waterway which allows the movement of boat traffic.   |
| <b>Coastal processes</b>                   | The dynamic and combined processes of wind, waves and currents on the shoreline.  |

|  |   |
|--|---|
| <b>Commercial boating facilities</b>             | In general these include tourist landings and tourist terminals, commuter vessel landing and terminals, barge loading ramps, moorings, small craft harbours, marinas and relevant constituent parts of a marina and waterfront developments involving such facilities. Commercial facilities are not necessarily available for use by public, as of right.  |
| <b>Sustainable Development</b>                   | Development that improves the total quality of life both now and in the future, in a way that maintains the ecological processes on which life depends.   |
| <b>Foreshore</b>                                 | The coastal fringe. Generally coastal Crown land 200 metres from the high water mark.   |
| <b>Infrastructure</b>                            | Facilities such as boat ramps, jetties and other structures associated with boating.  |
| <b>Integrated coastal zone management (ICZM)</b> | A framework that attempts to integrate planning and management across the land and sea interface and the private and public land interface, to treat the coastal zone as one biophysical entity.  |
| <b>Local boat ramp</b>                           | Basic on shore facilities, appropriate car parking, boat ramps or launching area catering for a limited sized craft and minimal associated infrastructure with parking. A site satisfying this level of hierarchy generates primary local usage and experiences seasonal peaks in demand.   |
| <b>Marina</b>                                    | A permanent boat storage facility usually comprised of one or more of pontoons, jetties, piers or similar structures designed or adapted to provide berthing for craft used primarily for pleasure or recreation, located on the waterway. May include ancillary works on an adjoining area of land or the waterway such as slipways, facilities for the repair and maintenance of boats and the provision of fuel, provisions and accessories, and includes any single mooring or multiple mooring managed in association with the facility and in its vicinity. |
| <b>Municipal Strategic Statement</b>             | A concise statement with a local planning scheme of the key strategic planning, land use and development objectives for a municipality and the strategies and actions for achieving those objectives.   |
| <b>Onshore facilities</b>                        | Facilities such as toilets, picnic tables, caravan parks, car parks, fish cleaning, wash down facilities and waste disposal facilities.   |
| <b>Planning Scheme</b>                           | Legal instrument, developed by municipalities under the Planning and Environment Act 1987, that sets out policy and requirements for use, development and protection of land. It consists of a written document and any maps and plans it refers to.  |
| <b>Public boating facilities</b>                 | In general, these include boat launching ramps and associated facilities, landing facilities such as jetties and pontoons, breakwaters protecting boat launching ramps or landing facilities and navigation channels.   |
| <b>Regional boat ramp</b>                        | Accommodates a significant amount of recreational boating in appropriate conditions. These include multiple boat ramps, jetties, substantial car parking, safety measures where required and significant onshore facilities such as wash down areas and toilets.  |
| <b>Safe haven</b>                                | Areas where boaters can find anchorage or shelter from unexpected or unfavourable weather conditions from a specific direction. A safe haven may not be safe in adverse weather from all directions, and may not necessarily enable launch and retrieval in all conditions.   |
| <b>Stakeholders</b>                              | An individual or group who has a vested interest in or may be affected by a project or process.   |
| <b>Waste disposal facilities</b>                 | System used to remove waste collected in the storage tank in boats.   |

